1916.
NEW ZEALAND.

RAILWAYS STATEMENT

BY THE MINISTER OF RAILWAYS, THE HON. W. H. HERRIES.

MR. SPEAKER,—

In presenting the Railways Statement for the year ended 31st March, 1916, I have pleasure in announcing that, notwithstanding the exceptional circumstances existing throughout the whole year, the gross receipts amounted to £4,548,356, and exceeded the earnings for the previous year by £442,899. The following gives a summary of the results:—

	Year 1916.	Year 1915.
	£	£
Total earnings	4,548,356	4,105,457
Total expenditure	2,910,883	2,920,455
Net profit on working	£1,637,473	£1,185,002

The mileage of lines open for traffic on the 31st March was 2,970. The extensions opened during the year totalled 15 miles 36 chains. The capital cost of all lines open for traffic, including the steamers and plant on Lake Wakatipu, advanced from £34,133,825 to £34,857,882.

The net revenue amounted to £1,637,473, and is equal to a return of 4·72 on the capital invested on the lines open for traffic and 4·39 on the capital (£37,335,080) invested on the opened and unopened lines.

The gross revenue (£4,548,356) exceeded the earning for the previous year by £442,899 and the estimated revenue by £548,356.

The gross receipts per train-mile from the North Island main line and branches were 112·25d., against 96·75d. last year, an increase of 15·50d. The South Island main line and branches produced a gross revenue of 117·25d. per train-mile, against 110·50d. last year, an increase of 6·75d. per train-mile.

The gross earnings per train-mile from all lines amounted to 116·50d., against 104·75d. for the previous year, an advance of 11·75d.

The expenditure for the year (£2,910,883) was £9,572 less than the preceding year and £9,117 less than the estimated amount.

The percentage of expenses to earnings was 64 per cent., against 71·14 per cent. last year, a decrease of 7·14 per cent.

The sum of £389,995 was expended under the head of "Additions to open lines" in providing additional rolling-stock, workshops machinery, car-lighting, and Westinghouse brake, telegraph and telephone and tablet facilities, duplication of lines, purchase of land, &c.

During the year 35 new locomotives, 53 carriages, 28 brake-vans, 90 bogie and 653 four-wheeled wagons were completed and put into traffic, and 52 locomotives, 36 carriages, 3 brake-vans, 148 bogie and 643 four-wheeled wagons were on order on the 31st March.

RESULTS OF WORKING.

The following is a summary of results of working, for year ending the 31st March, 1916, as compared with 1915:—

Particulars.	Year ended 31st March.	
	1915.	1916.
Total miles open for traffic	2,955	2,970
Average miles open for year	2,917	2,959
Capital cost of opened and unopened lines	£36,133,155	£37,335,080
Capital cost of open lines	£34,133,825	£34,857,882
Capital cost per mile of open lines	£11,551	£11,737
Gross earnings	£4,105,457	£4,548,356
Working-expenses	£2,920,455	£2,910,883
NET PROFIT ON WORKING	**£1,185,002**	**£1,637,473**
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**3·53**	**4·72**
PERCENTAGE OF WORKING-EXPENSES TO EARNINGS	**71·14**	**64·00**
Earnings per average mile open	£1,410	£1,540
Working-expenses per average mile open	£1,002	£985
NET EARNINGS PER AVERAGE MILE OPEN...	**£408**	**£555**
	d.	d.
Earnings per train-mile	104·75	116·50
Working-expenses per train-mile	74·54	74·50
NET EARNINGS PER TRAIN-MILE ...	**30·21**	**42·00**
Passengers, ordinary	13,565,772	14,201,506
Season tickets	302,912	330,622
Goods tonnage	6,075,282	5,960,562
Live-stock tonnage	378,190	410,383
Train-mileage	9,383,420	9,356,522
Locomotives	557	585
Passenger-cars	1,397	1,452
Wagons and brake-vans	21,226	21,994

In September last a war impost was made of 1d. in each shilling on ordinary passenger-fares, and 10 per cent. on the rates for parcels and goods traffic (except timber). It is estimated that the revenue from this source up to 31st March amounted to £220,000.

It appears quite evident that the development of the natural resources which have been going on in the country for some years must result in a continuation of increase of the productivity in respect to our staple products. The fact that the receipts from the railways during the two years of war are in advance of previous years gives ground for a feeling of the greatest confidence in regard to the future.

Looking back at the railway returns over a period of years I find the record of one year broken by that of the following year. Having regard to this and the resourcefulness of the country, I anticipate a very marked increase in the railway traffic in the near future, and in order to provide for it a commencement, and in a comprehensive way, should be made with the improvements outlined in the special report of the General Manager in 1914, otherwise great difficulties will inevitably arise in dealing with the traffic. Railway business cannot be handled economically and satisfactorily by the Department unless proper facilities are available.

I estimate the revenue for the year ending 31st March, 1917, at £4,450,000, and the expenditure at £3,045,000.

SUPERANNUATION FUND.

The amount standing to the credit of the Government Railways Superannuation Fund at the end of the financial year was £362,810, an increase of £16,654 on the balance to credit to the fund on the 31st March, 1915.

The total income for the year was £118,906, and the outgoing £102,252. Of the latter sum, £83,703 represented payments to 972 members of the service who have retired voluntarily or by reason of being medically unfit, 223 widows and 305 children dependants on deceased contributors to the fund who had not retired on superannuation at the time of their death. The income from actual contributions of members totalled £78,403, or £7,936 less than the actual liability on the 31st March. The receipts are, however, supplemented by the subsidy received from the Government, £25,000, and amounts accruing from interest on funds invested and fines imposed under the regulations: these amounted to £15,503.

ANNUAL REPORT OF THE GENERAL MANAGER OF THE NEW ZEALAND GOVERNMENT RAILWAYS.

New Zealand Government Railways,
Head Office, Wellington, 21st July, 1916.

SIR,—

I have the honour to report on the working of the New Zealand railways for the financial year ended 31st March, 1916.

The total mileage of line open for traffic is 2,970 miles, an increase of 15 miles on last year's total. This is comprised of the Huntly–Awaroa line of 7 miles 43 chains and the Ward–Wharanui Extension, Picton Section, of 7 miles 73 chains.

The capital invested in the lines open for traffic, including the plant and steamers on Lake Wakatipu, on the 31st March was £34,857,882, an increase of £724,057 when compared with the previous year.

The gross receipts amounted to £4,548,356, against £4,105,457 for the year 1915, an increase of £442,899. The net revenue amounted to £1,637,473, equal to a return of 4·72 per cent. on the capital invested in the lines open for traffic and 4·39 per cent. on the total capital invested in the opened and unopened lines.

The train-mileage for the year (9,356,522 miles) was 26,898 miles less than the preceding year. The financial year just ended, however, included an additional working-day due to leap year. Allowing for this extra day, the decrease in train-mileage is approximately 57,000 miles, representing a saving of £17,130. The saving has been effected in goods-train mileage, and is due to some extent to the decrease in the tonnage handled, but is mainly the result of economies arising from grade improvements and the employment of a greater number of heavy and powerful locomotives, enabling trains to take increased tonnage over busy sections of the line. Further economy in operating will be effected as the projected grade easements are extended.

Heavy floods and extensive slips on various portions of the system caused disorganization and serious delays to trains in June, July, September, and November.

On the 19th June a slip near Puketutu caused four and a half hours' delay to the Auckland–Wellington express and two other trains. A work-train engaged in clearing the road ran into the slip and was derailed. On the 10th July slips near Konini caused derailment of engine and two cars of passenger-train and a delay of three hours and a half. A slip near Maharahara caused four hours' delay; washout near Cliff Road, three hours' delay. On same date slips blocked the Toko Branch, which was not cleared till the 12th July. On the 11th July slips near Te Kuiti stopped traffic for several hours, causing a delay of nine hours to express Auckland to Wellington, and three hours to Wellington–Auckland express. Slips on Toko Branch caused complete suspension of traffic from the 21st July till the 24th July, when train-running was resumed from Stratford to Douglas. The portion of the line between Douglas and Pohokura was not reopened till the 29th July, and communication with Whangamomona was not restored till the 7th August. On the 21st July slips occurred between Mangaroa and Summit. On the 22nd July slips between Taihape and Mataroa delayed traffic for eight hours. On the 22nd, 23rd, and 24th July floods and slips disorganized traffic between Taumarunui and Otorohanga: through traffic was restored on the 25th July. On the 17th September and 5th, 6th, and 7th November trains on the Wairarapa line were delayed by slips and floods. On the 11th and 12th November slips and washouts at Puketutu and Porootarao caused several hours' delay to the train services. On the 16th November Rakaia Bridge was damaged by floods, and passengers had to be transferred while repairs were being effected: these were completed by midday on the 18th November. The East and West Coast line was damaged by floods near Otira on the 16th November, and passengers had to be transferred by coaches up to the 23rd November. A washout at Cass necessitated transhipment of passengers from the 17th to the 30th November. Slips on the State Collieries line near Rewanui commenced on the 9th July, and continued intermittently until the 13th December.

The following figures, which give the record of the late arrival of the principal trains during the year, indicate that, despite the difficulties experienced in connection with slips and other unforeseen circumstances, the trains have as a whole kept good time:—

	Average Late Arrival.			
	Min.		Min.	
Long-distance passenger-trains	2·13	against	1·40	last year.
Suburban trains	0·38	,,	0·36	,,
Long-distance mixed trains	2·73	,,	2·09	,,

The number of ordinary passengers carried during the year was 14,201,506, an increase of 635,734 on the previous year's business. Season tickets issued numbered 330,622, an increase of 27,710. Workers' twelve-trip tickets numbered 72,054, and workers' weekly tickets issued on suburban lines 192,339, an increase of 8,100 twelve-trip and 19,683 workers' weekly suburban over the preceding year.

Holiday excursion tickets totalled 900,091, as against 926,615 for the previous year. There was also a decrease of 16,690 in the schools, factory, and friendly-societies excursion tickets. Many annual excursions have been discontinued temporarily owing to the war, and several school excursions were abandoned this year owing to a prevailing epidemic.

The total traffic under the head of "Coaching," which includes parcels, horses, carriages, and dogs, was 1,488,806, an increase of 2,829 on the total for last year.

The total goods tonnage was 5,960,562, a decrease of 114,720 tons when compared with the previous year.

The increases were as follows:—

Drays	316
Cattle	57,310 head;
Sheep	281,520 head;
Pigs	19,288 head;
Chaff, lime, &c.	72,712 tons;
Timber	3,903 tons;
Merchandise	29,476 tons;

and the decreases were—

Wool	7,369 tons;
Firewood	16,008 tons;
Grain	41,365 tons;
Minerals	156,069 tons.

The increase in the cattle traffic is due to the movement of horses for military purposes, the transport of stock for depasturing owing to drought, and the increased demand for beef for export. The increase in the number of sheep carried, largely due to the movement of flocks for depasturing purposes owing to the drought and the long continuation of the dry season, resulted in considerable numbers of the sheep sent for depasturing being afterwards railed for slaughter and freezing instead of used for stocking farms. The erection of new freezing-works in various parts of the area served by railway has, on the other hand, caused a diversion of sheep from railway, considerable numbers of fat sheep being driven by road to local works, instead of being railed long distances to works as heretofore.

The goods tonnage decreased by 114,720 tons, due chiefly to the decline in export of coal from the West Coast ports and the reduction in quantity of road material carried for local bodies. Grain shows a falling-off, owing to lighter crops resulting from the dry season and the holding of stocks in anticipation of prices again advancing. The traffic was also affected by the difficulty experienced in obtaining manures. Chaff and lime gave a substantial increase, owing to a heavy demand for chaff in local and foreign markets at prices that were favourable to producers; and the merchandise traffic also shows an improvement.

The average number of men employed during the year was 14,968, against 14,614 for the year ended 31st March, 1915.

Twenty-four members of the Second Division were promoted to the First Division; 599 members of the permanent staff resigned, 89 retired on superannuation, 92 died, 104 were dismissed, and 1,420 engaged.

The sum of £12,565 was paid under the Workers' Compensation for Accidents Act during the year to members who sustained injuries in the execution of their duty.

The additions made to the rolling-stock during the year consisted of 28 new locomotives, 54 bogie cars, 1 petrol rail motor-carriage, 28 bogie brake-vans, 735 wagons.

Fourteen of the locomotives—viz., 4 simple superheated tender, Class AB, and 10 heavy tank, Class WW, were built in the Government Railway Workshops; 12 simple superheated tender engines, Class BB, by Messrs. Price (Limited), of Thames, under contract; and 10 simple superheated tender engines, Class AA, were imported from the Baldwin Locomotive Works in America.

Eight obsolete tank engines were sold and written off and replaced by a corresponding number of the new up-to-date engines specified in the preceding paragraph. Two old cars, 2 four-wheeled brake-vans, and 43 old wagons have been sold or broken up and replaced by up-to-date stock, all of which has been paid for out of revenue. 566 tarpaulins worn out and condemned and 208 destroyed by fire have been replaced by new tarpaulins, charged against revenue.

During the year 198 modern steel axles were placed under cars, vans, and wagons in substitution for old iron axles, increasing the wagon-capacity by 2 tons each. The additional 28 locomotives taken in conjunction with boiler-renewals of locomotives in service have increased the tractive power by 9·30 per cent. The new carriages increase the seating-capacity by 2,941 passengers, or 5 per cent. The new wagons added to the stock give an increased capacity of 7,724 tons, equivalent to an addition of 1,287 ordinary 6-ton trucks, or 4·37 per cent. in carrying-capacity.

The rolling-stock actually on order and in hand on the 31st March comprised 52 locomotives—viz., 16 simple superheated tender engines, AB, 20 heavy tank type, WW, 16 simple superheated tender engines, BB, 37 carriages, 4 bogie brake-vans, 149 bogie and 660 four-wheeled wagons.

The rolling-stock on the Whangarei Section has been completely equipped with Westinghouse automatic air-brake, and the installation of the appliances on the Westland Section is now in hand.

The Thomas Transmission rail motor-car, to which reference was made last year, has now arrived and is to be placed in commission on the Wellington–Johnsonville line, where heavy gradients and numerous tunnels abound. When the men in charge of the operating of the car gain experience in handling it good results are anticipated.

The motor-cars on the Culverden–Hanmer run continue to do good service.

The steamer service on Lake Wakatipu has been efficiently maintained. The appointment of an officer in charge who has had experience in shipping traffic has been beneficial, but notwithstanding this the traffic does not show any material advance. It will therefore be necessary to review the rates operating, with the object of obtaining a return more commensurate with the value of the services rendered and the capital invested in the plant employed in connection with the Lake services.

The whole of the permanent-way and structures have been maintained in a satisfactory condition. The mileage of track relaid during the year was 36½ miles of main line with 70 lb. material, 9 miles of branch line with new 55 lb. material in substitution for 40 lb. metals, and 12 miles branch line with second-hand metals removed from main lines: total, 57½ miles. This is considerably below the

standard of 100 miles per annum, but in view of the impossibility of obtaining materials from abroad owing to the war, and the necessity for husbanding the very limited stock of rails on hand, it was impracticable to do more. When normal conditions again prevail it will be prudent to raise the standard distance for a year or two until the arrears are overtaken. During the year 158,223 sleepers and 406,544 cubic yards of ballast have been placed in the track. The cost of relaying the track, including respacing and replacing sleepers, is being charged to revenue.

Difficulty has been experienced in obtaining the steel required for strengthening some of the bridges. This, although unavoidable, is unfortunate, as it will retard the work in hand and delay the removal of restrictions to the use of the heavier type of locomotive on certain portions of the main lines.

A considerable number of improvements have been made in the accommodation at various stations throughout the railway system. Interlocking and signalling appliances have been extended; water-services, engine-depots, goods-sheds, and sidings and station-yards enlarged or improved to suit requirements; grade easements have been carried out in the Auckland District and between Feilding and Marton as part of the general scheme of improvement. Fixed signals have been installed at 5 additional stations, and distant signals at 52 stations. Of the total number of officered stations, 285 are equipped with fixed signals, 92 are interlocked, and 118 have yet to be dealt with.

Special switch-locks which prevent signals from being lowered unless the facing-points to which the signal applies are correctly set have been fitted to 40 stations during the year—viz., 30 in the North Island and 10 in the South Island.

The interlocking of points and signals was brought into operation at Waikumete, New Lynn, Avondale, Khandallah, Sockburn Crossing, and Port Chalmers, and additions and rearrangement made at Kioreroa Bridge, Henderson, Linwood, and Sockburn. Flag stations and sidings have been interlocked with the tablet system. The electric tablet system is now operating at 367 stations, controlling 1,620 miles of single track, and the lock-and-block operates over 44 miles of double line.

The railway telegraph and telephone systems were extended during the year and now comprise 276 Morse sets, 1,535 telephones, 253 electric bells, 2,588 miles of poles, and 6,964 miles of wire.

Automatic warning-bells have been installed at 6 level crossings, and the work for 50 more crossings is in hand.

Electric lighting has been installed at a number of stations, railway dwellinghouses, offices, and yards. An electric traverser has been installed at the new locomotive depot, Linwood, and an overhead crane at Petone Workshops.

Revenue.

The gross revenue for the year amounted to £4,548,356, and exceeded the earnings of the previous year by £442,899 and the estimated revenue by £548,356. The particulars are as follows:—

	1916.	1915.	Increase.
	£	£	£
Passengers	1,722,702	1,482,383	240,319
Parcels, luggage, and mails	236,705	227,521	9,184
Goods	2,423,493	2,249,399	174,094
Miscellaneous, rents, &c.	165,456	146,154	19,302
	4,548,356	4,105,457	442,899

On the North Island main line and branches the receipts per train-mile amounted to 112·25d., against 96·75d. for the preceding year. The net revenue per train-mile amounted to 43·62d., against 28·14d. last year.

The gross receipts per train-mile on the South Island main line and branches advanced from 110·50d. last year to 117·25d. for the current year, giving a net return of 35·73d. For all lines the gross earnings per train-mile advanced from 104·75d. for 1915 to 116·50d. for the current year, an increase of 11·75d. per train-mile. The net earnings per train-mile were 42·00d., against 30·21d. for last year. The gross earnings per average mile of railway increased by £130.

The earnings from the Lake Wakatipu steamers amounted to £7,243, an increase of £392 on the earnings of the previous year.

The net revenue, £1,637,473, was equal to 4·72 per cent. on the capital invested in the lines open for traffic (£34,857,882), and 4·39 per cent. on the capital invested in the open and unopened lines (£37,335,080).

In September, 1915, the rates and charges for the conveyance of parcels and goods traffic (except timber) were increased by 10 per cent., and ordinary passenger-fares by 8½ per cent. At the same time week-end excursion tickets available from Saturday to midnight Monday were brought into operation. The latter afford opportunity for cheap travel every week-end, and there are indications that the arrangement will become popular and induce traffic; it is desirable, however, to stress the fact that the restrictions as to the use of these cheap tickets are essential to protect the Department's ordinary passenger business, and they cannot be departed from.

It is estimated that approximately £220,000 of the increase in revenue may be ascribed to the additional rates, the balance, £222,899, representing the advance that would have accrued from the traffic in the ordinary course. In view of the abnormal conditions prevailing during the past two years I do not regard it as prudent to anticipate that normal pre-war conditions will reassert themselves in the immediate future. The tendency will, I consider, be in the direction of further enhancement of prices for all railroad commodities, and to provide for this the earning-power of the service must at least be maintained at its present standard.

Expenditure.

The working expenditure for the year, including £6,377 representing the cost of working Lake Wakatipu steamers, amounted to £2,910,883, a decrease of £9,572 on last year's figures. The ratio of expenditure to earnings was 64·00 per cent., against 71·14 per cent. for the preceding year, a decrease of 7·14 per cent.:—

	Expenditure.		Per Cent. of Revenue.	
	1915–16.	1914–15.	1915–16.	1914–15.
	£	£		
Traffic	889,991	870,392	19·60	21·20
Locomotive	1,160,705	1,183,013	25·56	28·82
Maintenance	740,349	738,550	16·30	17·99
Management	113,461	122,415	2·50	2·98
	2,904,506	2,914,370	63·96	70·99
Lake Wakatipu steamers ..	6,377	6,085	0·04	0·15
	2,910,883	2,920,455	64·00	71·14

The increased expenditure in the Traffic Branch, Head and Departmental Offices, resulted mainly from scale increases in salaries under the Classification Act.

There has been a decrease in the Locomotive expenditure resulting from a decrease in the train-mileage consequent on the use of larger engines and completion of grade easements on busy parts of the road where heavy grades ruled heretofore.

The gross expenditure in the Maintenance Branch is slightly in excess of last year, although the expenditure per mile of railway was £251, as against £254 for the preceding year. A considerable number of works of a miscellaneous nature, and representing additions to lines, structures, and rolling-stock, costing £11,129, which might reasonably have been charged to capital, having been carried out and debited to working-expenses.

The sum of £65,444 was expended in the Maintenance Branch and charged to Capital Account under the head "Additions to open lines." These comprise additions to station buildings, workshops, and dwellings, extension of station-yards, tablet installation, telegraph and telephone facilities duplication of line, purchase of land, water-services, stock-yards, &c.

In the Locomotive Branch £324,551 was expended in the provision of additional rolling-stock, Westinghouse brake, workshops machinery, steam-heating gear, and electric light for cars. The rolling-stock in respect to which the charges were incurred include 35 locomotives, 53 carriages, 31 brake-vans, 238 bogie and 1,296 four-wheeled wagons completed on the 31st March, and 52 locomotives, 36 carriages, 3 brake-vans, 148 bogie and 643 four-wheeled wagons in hand but incomplete on that date.

The expenditure was affected by the inability of the Department to obtain delivery of supplies of material from the United Kingdom. This militated against the operations of the Department and prevented the execution of works that had been authorized. The enlistment of a considerable number of railway men for service at the front is also responsible for some of the reduction in the expenditure.

Duplications and Grade Easements.

The duplication of the Parnell Tunnel was completed early in the year, and has been of considerable advantage and materially assisted traffic operations during the busy periods. The grade easements between Auckland and Mercer are well advanced, and the work has been practically completed from Runciman to Mercer, a distance of about 23 miles. The alteration of the gradients between Otahuhu and Runciman is in hand. The Kakariki deviation between Feilding and Marton is also practically completed.

The expenditure incurred in connection with these works was £37,289.

Reclamation at Auckland.

The reclamation of land at St. George's Bay is well in hand, the new engine-shed is in an advanced state, and extensive sidings which form a part of the new station scheme have been laid.

The expenditure incurred in connection with this work was £73,424. Negotiations with the owners of land who have been or will be disturbed by the Department's working scheme are in progress, and a number of claims have been settled by mutual arrangement.

Advertising.

The control of advertising on stations by the Department is proving satisfactory. A considerable improvement is gradually being brought about in the display of notices and advertisements at stations, and satisfactory results are accruing from the point of view of business and revenue.

Railway Improvements.

Further experience impels me to again refer to the urgent necessity that exists for proceeding with the various works referred to in my special report of 1914 and Railway Report of 1915 without

any further delay. At the outset I stressed the point that the larger works would take five years to complete, and that before that time had elapsed the business under normal conditions will have attained a magnitude that will compel provision of additional accommodation. Much valuable time has already been lost in making a commencement with the scheme. Normal conditions have not prevailed, yet notwithstanding the disturbing elements created by the war the railway business has expanded considerably. The operations of the Department are already being carried on at the main centres with difficulty and under most disadvantageous circumstances. The time lost cannot be made up, but if further delay occurs in making a comprehensive start with the works there will be grave risk of the railway facilities proving unequal to the strain put upon them by the new business offering before the works are completed.

Railway Men at the Front.

During the year a considerable number of railway men have volunteered for service with the colours abroad. The total number who have enlisted to the 31st March was 1,728. Fifty-two members have fallen in defence of the Empire up to that date. Up to the present it has not been necessary to place any restriction on enlistment by members, although the reduction in numbers in certain grades is now creating a somewhat serious problem. The names of all who answered the Empire's call are included in the roll of honour list appended hereto.

MAINTENANCE.

Mr. F. W. MacLean, Chief Engineer, reports as follows:—

The track, buildings, structures, and appliances have been maintained during the year in good working order and repair.

Permanent-way.—Relaying has been carried out during the year as follows:—

	Miles.
Main and branch lines, 53–56 lb. relaid with 70 lb. material	36½
Branch lines, 40 lb. relaid with new 55 lb. material	9
Branch lines, 40 lb. relaid with second-hand material removed from main lines	12
Total relaying for the year	57½

The reduced amount of relaying this year is due partly to the late arrival of shipments of rails from England, partly to the necessity for keeping some stocks in hand for future requirements in view of the difficulty in obtaining further supplies during the war.

The amount of relaying is considerably below what is desirable, and to overtake arrears increased expenditure in this direction will be required when conditions are normal.

Sleepers.—158,223 new sleepers were put into the track during the year. This number is also considerably below the usual rate, owing pricipally to the reduced amount of relaying.

Slips and Floods.—In July, 1915, extensive floods and slips occurred on the North Island Main Trunk Railway between Taihape and Te Kuiti, on the Wellington–Wairarapa Railway, the Stratford–Whangamomona Branch, and other parts of the railway system, causing considerable delays to traffic. Traffic has also been delayed by slips and washouts in other localities.

Repairs were carried out promptly and every effort made to minimize inconvenience to the public.

Extensive protective works have been carried out where damage has occurred or is anticipated.

Ballasting.—406,544 cubic yards of ballast have been placed on the track during the year.

A new ballast-pit is being opened out near Wiri.

At Te Kuiti quarry the two stone-crushers have been kept fully at work. In addition to our own requirements, stone has been supplied from this quarry for the Public Works Department and for local bodies.

At the Egmont pits a Bishop ballast-loader has been used with success. A large quantity of ballast has been supplied from this pit for the Public Works Department.

About 12,500 cubic yards of earth and sand have been deposited on the Rukuhia Swamp, which is every year becoming more consolidated.

Bridges.—Bridge structures have been maintained in safe condition.

The difficulty of obtaining structural steel has delayed some of the work of strengthening bridges which is in hand.

The use of reinforced concrete in bridge structures is being developed.

Water-services.—These have been maintained in good order, and considerable improvements effected to meet increased demands.

Wharves.—The wharves belonging to the Department have been maintained in good repair.

At Helensville about 15,000 yards have been dredged to increase the berthage available. Training-works have been carried out with a view to maintaining the increased depth at the wharf.

At Port Chalmers extensive repairs have been carried out, and the George Street pier is at present being widened.

At Westport the work of demolishing the staiths is being continued.

Buildings.—Very extensive repairs and renewals have been effected to station buildings and to dwellings, and a number of new dwellings built.

Among the more important works carried out are: Auckland—New engine-shed, well advanced; Newmarket—new car and wagon shops, well advanced; renewals and additions workshops completed; Linwood (Christchurch)—new engine shed and depot completed; East Town—tarpaulin shop rebuilt; Napier—additions to workshops and engine-sheds.

Stations.—Considerable additions have been made to the siding accommodation at stations, and a number of stations have been rearranged completely. Among the latter are Swanson, Ngaruawahia, Horotiu, and Waipahi. The arrangement of the following stations is in hand: Ohakune, Johnsonville, Te Roti, and Ashburton.

Defence Department.—During the year branch lines to the military camps at Trentham and Featherston were constructed, and sidings laid to serve the military camp at Rangiotu. A large quantity of gravel was also supplied for the Trentham and Featherston camp-sites.

Railway Improvements.—Auckland Station: The reclamation of land at St. George's Bay is well in hand. The new engine-shed is in an advanced state, and extensive sidings—part of the complete scheme—have been laid.

Parnell tunnel duplication: This work was completed early in the year.

Auckland–Mercer grade easements: This work is well advanced, and the work has been practically completed from Runciman (23 miles) to Mercer. The alteration of the gradients between Otahuhu and Runciman is in hand. Expenditure on these works during the year was £28,183.

Feilding–Marton grade easements: The Kakariki deviation is practically completed. Expenditure on the work during the year amounted to £9,106.

Additions to Open Lines.—£69,616 was spent on these works and charged to Capital Account, the principal items being the following: Signalling, interlocking, block-working, &c.; additions to station buildings, yards, and sidings at Avondale, Auckland, Ngaruawahia (part), Waipahi, Johnsonville (part), Frankton Junction, Waipara, Arahura, Trentham, New Lynn (part), Woodlands, Fordell, Wanganui, Timaru, Lambton, Tahekeroa, Henderson, Tahakopa, Waianakarua, Swanson (part), Waikumete (part), Silverstream, Mangaroa, Ashburton (part), Featherston (part), Ohakune (part), Makikihi, Dunsandel (part), Hinds (part), Dromore (part), Windermere, Ikamatua, Morrinsville, Matamata, Otorohanga, Lyttelton, One Tree Point (part); additions to water-services—Te Kuiti, Mercer, Kohatu and Belgrove (part), Marton (part), Huiroa, Palmerston North (part), Hinds (part); new houses—Springfield, Ohakune, Penrose, Mokoia, Awatoto, Whakatu, Tariki, Taihape, Heriot, Paremata, Taumarunui, Mangaroa, Khandallah, Pukekohe (part), Waimiha, Greytown, Frankton Junction, Clinton, Otane; purchase of land—Takanini, Mangaroa, East Town, Christchurch, Otane, Wiri, Mill Road; removing house, East Town; goods-shed, Te Mawhai; goods-shed additions, Hamilton; good-shed over discharging-road, Wanganui; extensions to verandas—Greymouth, Arthur's Pass; veranda, Waipahi (part); extension of platforms—Balclutha, Green Lane; wagon-repair shed, Frankton Junction; office for Locomotive Engineer, Greymouth; engine-depot, Linwood; additions to workshops—Newmarket, Napier, Invercargill; electric-light installation, Sawyer's Bay; slipway, Lake Wakatipu; widening Mangere Bridge over railway at Onehunga Wharf; overbridge, Penrose; engine-shed addition, Napier; alterations to locomotive depot, Thorndon; tunnel duplication at Auckland (Parnell) (part); cranes, Otorohanga, Cambridge; approach road, Waipawa; widening George Street pier, Port Chalmers; extension of sidings on Holmes Wharf, Oamaru; flood-protection, Otautau; fencing, Napier to Farndon; dredging and breastwork, Helensville Wharf (part); deviation and duplication, Ravensbourne (part); drainage, Waimate (part); facilities for gassing dining-cars, Frankton Junction; barriers on platform, Ellerslie Racecourse (part); turntable tractor, Thorndon; shunting-line, Southdown–Westfield (part); cab-portico, Invercargill; stock-yard improvements, Taihape; portable huts—Ngahere, Dunollie, Runanga, Wanganui District; widening ramp approach to station, Ellerslie; alterations to telegraph gallery, Wellington; dining-car kitchen, Palmerston North.

Miscellaneous Works.—Additions and improvements were carried out during the year amounting to £6,030, which was charged to working-expenses. The principal works were: Additions and improvements, Walton (part), Levin; siding alterations and additions, Lambton; alterations to house, Ohakune; hot-water services at houses, Ohakune; shifting houses, Carterton, Waipawa, Mangamahoe; house, Waikari; additions to stockyards, Remuera, Kurow; goods-shed additions, Dunedin; lighting stations, &c., Taihape (part), Frankton Junction (part), Lambton, Thorndon, Dunedin, Invercargill; loading-accommodation Opahi; lighting workshops, Penrose, Hillside; rifle ranges, Christchurch, Dunedin; stores for equipment of Railway Battalions, Wellington, Christchurch, Dunedin; orderly-room, Invercargill; alterations to workshops, East Town; engine-turntable, Otira; doorways in wharf-shed, Wanganui; overhead traveller, Upper Hutt; conversion of hopper wagons to ballast wagons, Auckland District.

Expenditure.—The expenditure for the year was as follows:—

	£
Maintenance, charged to working-expenses	740,349
New works, charged to capital	209,370
Other Government Departments, public bodies, and private parties..	50,366
Total expenditure	£1,000,085

The maintenance expenditure amounted to £251 per mile, as compared with £254 per mile during 1914–15 and £267 per mile the previous year, or a difference of £3 and £16 per mile respectively. As a sum of £23,517, or nearly £8 per mile, was debited to maintenance for

engine-power during this year, a charge not hitherto debited, the expenditure was really £11 per mile less than in 1914–15 and £24 per mile less than in 1913–14, notwithstanding a considerable increase in the cost of most materials.

Although it is no doubt advisable to curtail expenditure at the present time to the lowest possible limits, any decrease in expenditure now must entail increased expenditure later unless the standard of maintenance is to be lowered, which I think inadvisable.

Mileage.—The mileage open for traffic on the 31st March, 1916, was 2,969 miles 77 chains. During the year 15 miles 36 chains were opened.

Lands and Leases.—Number of leases registered during the year, 554; annual rental, £4,938. Leases current at 31st March, 1916, 5,167; annual rental, £35,843. Private-siding agreements registered during the year, 68; annual rental, £1,647. Private-siding agreements current at 31st March, 1916, 387; annual rental, £8,488. Proclamations taking or giving up land, 71. Total amount of compensation paid during the year for land, £15,203.

Staff.—Maintenance Branch working staff, 3,774; office staff, 151: total, 3,925.

Signal and Electrical.

Fixed Signals at Officered Stations.

During the year five stations have been equipped with fixed signals, viz: Waianakarua, Opaki, Woodside, Rangiotu, and Silverstream.

Fifty-two stations have been equipped with distant signals in addition to their previous equipment, viz.: Wiri, Takanini, Drury, Paerata, Pukekohe, Buckland, Tuakau, Whangarata, Whangamarino, Te Kauhata, Rangiriri, Ohinewai, Huntly, Taupiri, Ngaruawahia, Horotiu, Te Rapa, Ohapo, Te Awamutu, Te Kawa, Otorohanga, Hangatiki, Puketutu, Poro-o-tarao, Mangaonoho, Hunterville, Rata, Porewa, Greatford, Halcombe, Maewa, Feilding, Bunnythorpe, Linton, Tokomaru, Shannon, Koputaroa, Levin, Ohau, Manakau, Otaki, Te Horo, Waikanae, Paraparaumu, Plimmerton, Paremata, Porirua, Pakipaki, Burnham, Selwyn, Dunsandel, and Purakanui.

The installation of seventy-two more stations is in hand.

Total number of officered stations (including tablet stations), 495; equipped with fixed signals, 285; interlocked, 92; unequipped, 118.

Interlocking of Points and Signals.

The electric pneumatic installation has again worked satisfactorily during the past year.

The following stations have been fully equipped with signalling and interlocking, viz.: Waikumete, New Lynn, Avondale, Khandallah, Sockburn Crossing, and Port Chalmers.

The interlocking has been added to and rearranged at Kioreroa Bridge, Henderson, Linwood, and Sockburn.

The following sidings and flag-stations have been interlocked with the tablet system, viz.: Service siding near Papatoetoe; service siding near Runciman; service siding near Karaka; Waikato Co-operative Dairy Company's siding at Te Rapa; Wilson's Portland Cement Company's siding at Te Kumi; Manson and Clarke's siding near Raurimu; H. Alexander's siding near Taihape; Otaihape Farmers' Meat and Produce Company's siding and public siding at Winiata; ballast-pit siding, Ohingaiti; Kaikarangi Station; Silverhope Station; Overton Station; Cliff Road Station; Oroua and West Coast Meat and Produce Company's siding at Aorangi; J. McGill's siding at Palmerston North; Defence siding near Trentham; Norwood Station; Fairfield Station; Windermere Station; Rangitata Island Station; Arowhenua Station; Seadown Station; North Otago Agricultural and Pastoral Association's Siding near Oamaru; Shag Point Station; Bushey Station; Tumai Station; Morton Station; Omimi Station; Evansdale Station; Mihiwaka Station; St. Leonard's Station; East Gore Station; Kew Station; Fleming and Co.'s siding near Invercargill.

Ten additional stations in the South Island and thirty in the North Island have been fitted with special switch-locks interlocking the facing points with home signals.

Two switch-out tablet stations have been equipped with special locking arrangements, and the work for sixty-eight more stations is in hand.

Total stations now interlocked, 92; tramway crossings, 7; sidings and flag-stations interlocked with tablet, 78.

The installation of interlocking at Johnsonville is in preparation.

Expenditure for the year was as follows: New works, £26,138 0s. 1d.; maintenance, £9,648 2s. 2d.

Block-working (Electric Tablet).

During the year ten additional tablet instruments and nineteen miles of line have been fitted and brought into use, embracing the Longburn–Foxton Section; and Swanson, Melling, and Waianakarua have been installed as tablet stations.

The equipment of the sections Rangiora–Waikari and Hornby–Lincoln is in progress.

The total mileage now equipped with Tablet apparatus is 1,620 miles of single lines out of 2,925 miles of single line open for traffic.

Number of electric-tablet instruments now in use is 884, at 367 stations.

Automatic tablet-exchanging apparatus has been installed at four additional stations. The total now in use is 334.

Lock and Block.

The electric lock-and-block system for double-line working has worked satisfactorily.

The total mileage equipped with lock-and-block is 44 miles of double line.

Electric lock-and-block instruments in use, eighty, at thirty-six stations.

Alterations and additions have been carried out at Parnell Tunnel, Newmarket, and Linwood.

Telegraph and Telephone Facilities.

Two hundred and forty-seven miles of wire and 59 miles of poles have been erected and brought into use, also various alterations and additions have been made to improve existing lines.

Several local circuits have been converted to metallic-circuit installations.

Eighty-two telephone connections to railway-wires and eight connections and ten extensions to public-telephone exchanges have been made.

Twenty-three electric bells have been installed as extension or call bells.

Totals now in use: Morse sets, 276; telephones, 1,535; electric bells, 253; miles of wire, 6,964; miles of poles, 2,588.

Electric Lighting and Power.

During the year electric lighting has been installed at five additional stations, viz.: Frankton Junction, Taihape, Linwood, Mussel Bay, and Reefton.

Ten railway dwellings have been fitted with electric light at the following stations, viz.: Locomotive Foreman's and Depot Chargeman's houses at Frankton, Stationmaster's house at Te Kuiti, Nos. 60 and 61 at Khandallah, Stationmaster's and No. 269 at Addington, Stationmasters' houses at Burke's and Wingatui, and Locomotive Foreman's house at Linwood.

Electric light has also been installed in the following buildings, &c.: Auckland, drill-yard; Parnell, signal-box and tunnel; Hawera, social hall; new paint-shop, Petone; new Morse telegraph gallery, Wellington; locomotive stores, offices, and engine-depot at Linwood; and the engine-depot at Timaru.

Additional electric lighting has been provided in goods-yards at Auckland, Lambton, and Dunedin; goods-shed at Dunedin; New Zealand Railway Engineers' Battalion store at Wellington; and railway workshops at Hillside.

Special meters were installed at Lambton and Thorndon, and three electric fans were provided in the goods-offices at Auckland.

An electric engine-traverser was installed in the new engine-depot at Linwood, and the electrical work in connection with electric motors was carried out.

The electrification of 20-ton overhead crane in the boiler-shop at Petone was also carried out during the year.

The installation of electric motors and transformers for Newmarket Workshops is in hand.

Level-crossing Automatic Warning-bells.

Automatic warning-bells have been installed at six level crossings, and the work for fifty further crossings is in hand.

Expenditure.

Particulars of expenditure on electric block working, telegraph and telephone facilities, and electric lighting for the year are as follows:—

New work—	£	s.	d.
Electric tablet-working	3,759	2	4
Telephone and telegraph lines...	4,928	19	10
Electric light	4,925	6	9
Electric motors, cranes, &c.	772	2	11
Level-crossing alarms	376	8	4
	£14,762	0	2

Maintenance—	£	s.	d.
Electric block working and telegraph and telephone lines ...	11,052	16	7
Lines, &c., maintained by Post and Telegraph Department	2,967	15	0
Electric light	1,836	14	10
	£15,857	6	5

TRAFFIC.

Mr. H. Buxton, Chief Traffic Manager, reports as follows:—

Whangarei Section.

Revenue, £51,150; increase, £1,917.

Passengers increased 10,072, caused by the growth of population and the attendance at various patriotic functions.

Live-stock increased 7,564, and continues to increase steadily.

Goods tonnage decreased 14,000 tons, the principal item of decrease being coal, owing to the flooding of the mine.

Timber and firewood also decreased 3,000 tons, but chaff, grain, and merchandise show a slight improvement.

Kaihu Section.

Revenue, £5,884; increase, £309.

Timber traffic decreased 2,000 tons, but other classes show small increases.

Gisborne Section.

Revenue, £28,778; increase, £5,921.

The working of the Matawai extension for the whole year as against five months of last year, and the establishment of freezing-works at Waipaoa, have added considerably to the traffic, the principal items of increase being 6,800 passengers, 2,300 parcels, 25,300 head of live-stock, 4,900 tons of timber, 1,850 tons of grain and merchandise, and 10,300 tons of minerals.

North Island Main Line and Branches.

Revenue, £2,503,217; increase, £336,548.

The principal items of traffic were,—

	Number.		Number.
Passengers	8,320,440;	increase,	782,507
Season tickets	204,305;	,,	11,828
Parcels, &c.	749,606;	,,	45,911
Live-stock	3,801,894;	decrease,	124,951
	Tons.		Tons.
Goods	1,925,469;	increase,	68,791

The revenue per mile of railway increased from £1,972 9s. 2d. to £2,269 8s. 5d., and per train-mile from 8s. 0¾d. to 9s. 4¼.

The variations of traffic in the individual districts were approximately as under:—

Auckland.—Revenue £866,517; increase, £104,463.

Passengers increased 7,914. The small general increase in numbers is accounted for by the competition of the tramway extension to Mount Albert district, in which the railway passengers decreased by 58,000.

Season tickets increased 4,554, parcels 37,655, due chiefly to the increase of cream traffic and its division into a larger number of consignments, owing to the use of home separators.

Cattle and calves increased 7,429, sheep 2,334, and pigs 11,830. Wool increased 307 tons, merchandise 4,459 tons, and minerals 44,850 tons.

Chaff, &c., decreased 2,964 tons, firewood 450 tons, timber 5,685 tons, and grain 2,269 tons.

A new line of 7½ miles from Huntly to Pukemiro Colliery was opened in December last.

Ohakune.—Revenue, £322,332; increase, £42,329.

Passengers increased 24,754 and season tickets 339, parcels 4,574. Cattle increased 8,153 and pigs 2,257, but calves decreased 1,012 and sheep 25,904. The sheep traffic is affected by the opening of freezing-works in the vicinity of Taihape early in January.

Chaff, &c., increased 1,032 tons, wool 600 tons, timber 22,886 tons, grain 1,660 tons, and merchandise 1,601 tons. Firewood decreased 2,616 tons, and minerals (road-metal) 13,900 tons.

Wanganui.—Revenue, £477,806; increase, £67,209.

Passengers increased 132,870, and season tickets 222. The increase of passengers was chiefly due to the establishment of a military camp at Rangiotu.

Parcels decreased 3,541. Cattle increased 8,765, but calves decreased 3,874. Sheep increased 59,098, and pigs 3,558. Wool increased 114 tons, grain 3,012 tons, and merchandise 15,029 tons. Firewood decreased 270 tons, timber 1,407, and minerals 3,244 tons.

Wellington.—Revenue, £836,561; increase, £122,546.

Passengers increased 616,969, season tickets 6,100, and parcels 7,223. The traffic from and to the military camps has swelled the number of passengers.

Cattle increased 12,029, calves 441, and pigs 4,722, but sheep decreased 216,000. Last year considerable numbers of sheep were moved for pasturage in the East Coast districts, but there is also a shortage for export.

Chaff increased 696 tons, grain 8,530 tons, and merchandise 4,798 tons.

Wool decreased 1,569 tons, firewood 5,310 tons, timber 5,119 tons.

Picton Section.

Revenue, £28,224; decrease, £3,184.

Passenger and parcels revenue was about the same as for the previous year, but goods and miscellaneous revenue decreased £3,211. There were decreases of 11,000 tons of chaff and 6,700 tons of grain, due to the very dry weather of the previous season. There were also decreases of 1,549 tons of merchandise and 1,757 tons of minerals, owing to shipping arrangements.

Nelson Section.

Revenue, £33,933; increase, £2,455.

Passenger revenue increased £720, parcels £39, and goods and miscellaneous receipts £1,696.

There were increases of 5,000 sheep, 1,000 tons of chaff, and 1,300 tons of timber; but firewood, grain, merchandise, and minerals decreased to some extent.

Westport Section.

Revenue, £108,452; decrease, £8,666.

Passenger and parcels revenue increased £142.

Coal decreased 107,000 tons, and pit-props 1,130 tons.

The other variations were small.

Westland Section.

Revenue, £162,735; increase, £1,660.

Passenger revenue increased £907.

The increase of season tickets, chiefly workers' twelve-trip, was 983, but passengers other than season-ticket holders decreased considerably.

Live-stock increased 3,400, and green flax 1,242 tons. Coal decreased 21,000 tons, timber 183 tons, grain 985 tons, and merchandise 717 tons.

South Island Main Line and Branches.

Revenue, £1,618,740; increase, £105,548.

The principal items were,—

	Number.		Number.
Passengers	4,823,507;	decrease,	120,859
Season tickets	114,403;	increase	13,856
Parcels, &c.	642,942;	decrease,	45,971
Live-stock	3,601,853;	increase,	440,756
	Tons.		**Tons.**
Goods	2,335,625;	decrease,	34,368

The annual revenue per mile of railway increased from £1,095 7s. 1d. to £1,152 19s. 10d., and per train-mile from 9s. 2½d. to 9s. 9¼d.

The variations of traffic in the individual districts were approximately as under :—

Christchurch.—Revenue, £708,249; increase, £15,202.

Passengers decreased 56,053.

Sheep increased 180,776.

Chaff, &c., increased 27,192 tons.

Wool decreased 6,973 tons, timber 4,796 tons, grain 92,857 tons, merchandise 7,800 tons, and minerals 14,037 tons.

The dry season affected the grain traffic.

Dunedin.—Revenue, £550,394; increase, £45,958.

Passengers decreased 26,484, while season tickets increased 10,848.

Parcels decreased 16,446. A considerable proportion of the decrease was due to the shortage of cream consignments in North Otago in consequence of the dry season.

Cattle increased by 14,000, sheep 67,000, and pigs 870.

Chaff increased 22,650 tons, timber 1,300 tons, grain 3,554 tons, and merchandise 8,988 tons. There was a large export of chaff to Australia at the beginning of the year.

Wool decreased 283 tons, firewood 1,416 tons, and minerals 29,302 tons.

Invercargill.—Revenue, £360,097; increase, £44,388.

Passengers decreased 38,322, while season tickets increased 543.

Cattle increased 1,272, and sheep 73,127.

Chaff, &c., increased 26,172 tons (shipments to Australia), wool 106 tons, grain 43,556 tons, and merchandise 4,325 tons.

Timber decreased 3,983 tons, and minerals, chiefly road-metal, 10,078 tons.

Lake Wakatipu Steamers.

Revenue, £7,243; increase, £392.

Passengers decreased 1,090 in numbers, but increased £171 in revenue.

Parcels revenue increased £65.

The variations in goods traffic were very small. There was an increase of 263 tons of minerals from operations at the scheelite-mines.

The train services have been maintained with punctuality, as will be seen from the following table :—

Average Late Arrival of Trains, Year ended 31st March, 1916.

Year ended	Period ended													Average for Year, in Minutes.
	May 1.	May 29.	June 26.	July 24.	Aug. 21.	Sept. 18.	Oct. 16.	Nov. 13.	Dec. 11.	Jan. 8.	Feb. 5.	Mar. 4.	Mar. 31.	
Express and Mail Trains.														
March 31, 1916 ..	3·72	1·89	1·84	1·58	1·74	0·67	0·70	1·46	1·74	3·61	2·35	3·22	3·17	2·13
March 31, 1915 ..	1·12	1·52	2·37	0·65	0·69	0·45	0·24	0·80	0·79	3·76	1·61	2·15	1·95	1·40
Long-distance Mixed Trains.														
March 31, 1916 ..	4·13	2·71	2·29	2·29	1·78	1·38	1·40	1·65	2·58	3·14	3·10	4·13	5·18	2·73
March 31, 1915 ..	2·40	3·35	2·51	1·21	1·23	1·36	0·77	1·28	1·45	2·55	1·99	3·30	3·85	2·09
Suburban Trains.														
March 31, 1916 ..	0·44	0·34	0·43	0·34	0·22	0·28	0·33	0·51	0·22	0·61	0·42	0·37	0·44	0·38
March 31, 1915 ..	0·52	0·63	0·84	0·27	0·13	0·15	0·16	0·38	0·21	0·43	0·30	0·34	0·36	0·36

LOCOMOTIVE.

Mr. H. H. Jackson, Chief Mechanical Engineer, reports as follows:—

The engines, rolling-stock, plant, machinery, and appliances have been maintained in thoroughly efficient working-order, details of the work done being as follows:—

Locomotives.—On the 1st April, 1915, there were 557 engines in service, and on the 31st March, 1916, there were 585 engines. Eight second-hand tank engines were sold and written off. Thirty-six new engines were added to stock. Of the new engines added to stock fourteen were built in the Government railway workshops and comprised four "*Pacific type*" simple superheated tender engines, Class AB, and ten 4–6–4 ("*Baltic type*") heavy tank engines, Class Ww; twelve 4–8–0 simple superheated heavy tender engines, Class BB, were completed under contract with Messrs. A. and G. Price (Limited), of Thames, and ten 4–6–2 ("*Pacific type*") simple superheated tender engines were imported from the Baldwin Locomotive Works in America.

In the Government railway workshops to date 155 engines have been built, and twenty-four old locomotives have been rebuilt to modern designs.

Seven hundred and forty-one locomotives passed through the workshops during the year, the details of work done being as follows:—

Particulars.	Number and Type.						Total.
	Four-cylinder "*Balanced-compound*" Tender Engines.	Tender Engines.	Tank Engines.	Fell Engines.	Fairlies.		
					Single.	Double.	
Number passed through shops ...	85	234	401	5	15	1	741
Built new	...	4	10	...	...	...	14
Erected	...	10	...	...	...	...	10
Re-erected	...	...	15	...	...	...	15
Thoroughly overhauled	12	37	40	...	1	...	90
Heavy repairs	29	53	91	5	9	1	188
Light repairs	44	130	245	...	5	...	424
Painted	32	59	56	4	3	...	154
Paint touched up	26	91	44	...	4	...	165

Included in above are six engines for private lines and one engine for the Public Works Department.

At the close of the year there were under construction in the railway workshops thirty-six engines, consisting of sixteen "*Pacific type*" simple superheated tender engines, Class AB, and twenty heavy tank engines, 4–6–4 type, Class Ww. Under contract with Messrs. A. and G. Price (Limited), of Thames, there were sixteen 4–8–0 type simple superheated tender engines to complete. An order for an additional ten of these engines was placed during the year with this firm, thus increasing the contract from twenty to thirty engines. Thus at the end of the year there were altogether in hand fifty-two locomotive engines.

The new locomotives added, together with boiler renewals, increased the total tractive power by 674,629 lb., or equal to 9·30 per cent. The new engines being built and the boilers under construction will, when completed, still further materially increase the tractive power.

Boilers.—The work on new boilers, renewals, and repairs has been kept well up to date. Twenty-three new locomotive boilers were constructed.

The following statement shows details of the boiler-work done:—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced and Second-hand (Sets).	New Fireboxes.	New Firebox Tube-plates.	Boilers patched.
Boilers	370	23	126	221	81	36	9	11	121

Thirty-five new boilers were under construction at close of year, and comprised thirteen Class AB, two Class F, and twenty Class Ww.

Carriages.—The stock on the 1st April, 1915, consisted of 1,397 cars, and on the 31st March, 1916, the number was 1,452 cars. Two cars were sold to the Public Works Department and written off. Fifty-six new bogie cars were built, and one petrol rail-motor-car was added to stock.

The following table shows details of car-work done during the year :—

Particulars.	Number and Type of Carriages.			Total.
	Bogie.	Six-wheel.	Four-wheel.	
Number passed through shops	1,992	127	37	2,156
Built new	56	...	...	56
Converted	6	...	...	6
Heavy repairs	996	6	...	1,002
Light repairs	934	121	37	1,092
Painted	576	23	6	605
Touched up	597	5	2	604

Thirty-seven cars were under construction in the railway workshops at close of the year.

Brake-vans.—The number of brake-vans on the line on the 1st April, 1915, was 410, and the number on the 31st March, 1916, was 440. Thirty new bogie vans were built and added to stock, twenty-eight being additional stock and two to replace second-hand four-wheel vans sold in previous years.

The following table shows the work done on brake-vans during the year :—

Description.	Number passed through Shops.	Built new.	Heavy Repairs.	Light Repairs.	Painted.	Paint touched up.
Brake-vans	790	30	303	457	171	206

Four new bogie vans are under construction.

Wagons.—The wagon stock on the 1st April, 1915, consisted of 20,816 vehicles, and the number on the 31st March, 1916, was 21,554. Thirty-one worn-out wagons were broken up and written off, eight wagons were sold to the Public Works Department, and four second-hand wagons were sold to a private company. Seven hundred and seventy-three new wagons were built and added to stock. Of this number, 735 were additional stock, and the balance, thirty-eight, was to replace wagons sold and wagons worn out and written off. Eight bogie frozen-meat wagons were purchased during the year and added to stock.

The carrying-capacity of wagon stock was increased by 7,724 tons, equal to 4·37 per cent., or an equivalent of 1,287 ordinary wagons.

The following table gives particulars of work done on wagons during the year :—

Description.	Number passed through Shops.	Built new.	Rebuilt.	Converted.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.
Wagons	20,572	773	42	20	5,419	14,318	3,183	7,234

Eight hundred and nine wagons were under construction in the railway workshops at the close of the year, and comprised 149 bogie and 660 four-wheel wagons.

Tarpaulins.—The tarpaulin stock on the 1st April, 1915, was 17,074 tarpaulins, and on the 31st March, 1916, the number was 17,282.

Two hundred and eight tarpaulins which were destroyed by fire at East Town Workshops on the 18th February, 1915, were replaced with new tarpaulins. Six new tarpaulins were made for the Public Works Department, and 566 worn-out tarpaulins were condemned and written off and replaced with a similar number of new tarpaulins.

The following table gives details of the work on tarpaulins for the year :—

Description.	Number passed through Shops.	Manufactured new.	Condemned, and replaced with New Tarpaulins.	Repaired.
Tarpaulins	18,865	214	566	18,085

Stationary Engines and Cranes.—The repairs and renewals during the year were as follows:—

Description.	Number passed through Shops.	Heavy Repairs.	Light Repairs.	Painted.	Touched up.	Boiler-repairs.				
						Heavy Repairs.	Light Repairs.	New Tubes (Sets).	Tubes pieced (Sets).	Boilers patched.
Hand-cranes	17	6	11	3	3	...	...	...	...	...
Steam-cranes	18	6	12	3	6	...	...	...	...	3
Stationary engines	30	...	2	1	...	8	22	2	1	10
Pile-drivers and hoisting-engines	5	3	2	...	2	...	1	...	...	...
Pneumatic cranes	2	1	1	...	...	...	...	...	...	...

Axles.—During the year 198 car, van, and wagon axles were replaced with modern steel axles: this number, however, does not include axles for new rolling-stock. The steel axles increase the carrying-capacity of each wagon by 2 tons.

Westinghouse Brake.—The work of equipping engines and rolling-stock on the Whangarei Section with the automatic quick-acting Westinghouse air-brake was completed during the year. The work on the Westland Section has been taken in hand. Efficient arrangements are in force for the examination and upkeep of the Westinghouse brake. All new engines and rolling-stock built for sections upon which the air-brake is in operation are equipped with it before being put into service.

Car-lighting.—The oil-gas manufactured at the five separate Pintsch-gas works during the year amounted to 11,248,470 cubic feet, and cost to manufacture 2s. 2·31d. per 100 cubic feet, the reduction in cost of production being due to improvements in the plant and the use of a better gas-producing oil.

On sections not provided with Pintsch gas all cars are lighted with acetylene gas.

Motor-cars.—The motor-cars in use on the Culverden–Hanmer service have been kept in good and efficient working-order.

Rail Motor-cars.—The Westinghouse petrol-electric rail motor-car put into service last year has been kept in efficient working-order and employed on suburban services. An addition to this form of traction has been made by importing a Thomas transmission-rail motor-car. The erection of this car is now in hand in the railway workshops.

Steamers.—The Railway Department's steamers on Lake Wakatipu service have been maintained in good working-order.

Renewals and Replacements.—During the year eight second-hand tank engines, two cars, and twelve wagons were sold, and thirty-one worn-out wagons were broken up and written off; also 566 worn-out tarpaulins were condemned and written off. To replace the engines and rolling-stock sold or written off one heavy tank engine, three bogie carriages, two bogie brake-vans, and thirty-eight wagons were built, and 774 tarpaulins were made. Of this number of tarpaulins, 208 were to replace tarpaulins destroyed by the fire at East Town Workshops on the 18th February, 1915. To replace the remaining engines and wagons sold or written off new stock is under construction. In accordance with the practice of the Department, the cost of replacing engines and rolling-stock sold or worn-out and written off is debited to working-expenses.

Train Running and Mileage.—This year there has been a decrease in train-mileage amounting to 26,898 miles as compared with 1914–15. This has been due to the increased use of larger engines, which take heavier loads and thereby cut down the number of special trains and double-headed trains. As more of these heavy engines are built and put into service further reduction in train-mileage is to be expected.

There has been an increase in engine-mileage of 62,901 miles as compared with 1914–15. The increase is partly due to the larger number of work-trains supplied.

The following table shows particulars of the expenditure per train-mile:—

Year.	Train-mileage.	Engine-mileage.	Cost, in Pence, per Train-mile.		
			Locomotive Branch.	Car and Wagon Branch.	Total.
1915–16	9,356,522	12,719,488	24·55	5·80	30·35
1914–15	9,383,420	12,646,587	24·42	5·84	30·26

As the increased cost per train-mile is only 0·09d., it must be considered, when all the circumstances are taken into account, as a very satisfactory year's working.

STORES.

Mr. H. Baxter, Comptroller of Stores, reports as follows :—

The value of stores, material, and plant (purchased under the Railway vote) on hand at the 31st March, 1916, at the various stores, depots, and sawmills amounted to £428,065 15s. 5d., as against £418,093 19s. 11d. on the 31st March, 1915.

The value of stores on hand on account of additions to open lines amounted to £25,945 5s. 6d., as against £13,688 18s. 10d. on the 31st March, 1915.

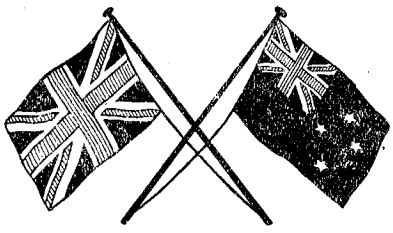
The whole of the stock is in good order, has been carefully and systematically inspected, and is valued for the amounts stated.

The conduct of the staff as a whole has been satisfactory.

I have, &c.,
E. H. Hiley,
General Manager.

The Hon. the Minister of Railways.

NEW ZEALAND GOVERNMENT RAILWAYS.



Roll of Honour.

Railway Employees who have fallen in Defence of the Empire.

Name.	Branch.	Military Unit.
Aldridge, A. G.	Traffic	Auckland Infantry Battalion.
Bannerman, E. I.	Locomotive	Wellington Infantry Battalion.
Bond, A.	Traffic	Auckland Infantry Battalion.
Brown, M. C.	Locomotive	Otago Infantry Battalion.
Bruce, H. S.	Locomotive	Otago Infantry Battalion.
Burke, D. P.	Traffic	Wellington Infantry Battalion.
Burns, A. C.	Traffic	Wellington Infantry Battalion.
Clark, S. G.	Traffic	Wellington Infantry Battalion.
Colley, W. L.	Locomotive	Canterbury Infantry Battalion.
Coote, P. S.	Locomotive	Canterbury Infantry Battalion.
Couperthwaite, P.	Maintenance	Otago Infantry Battalion.
Davidson, J. H.	Locomotive	Wellington Infantry Battalion.
Dick, H. J.	Traffic	N.Z. Field Engineers.
Downes, T. S.	Maintenance	Otago Infantry Battalion.
Findlay, J.	Maintenance	Otago Infantry Battalion.
Harding, L. C.	Locomotive	Otago Infantry Battalion.
Hastings, N. F.	Locomotive	Wellington Mounted Rifles.
Hayward, A. R.	Locomotive	Otago Infantry Battalion.
Hislop, R.	Traffic	Railway Engineers.
Hunter, H.	Traffic	Otago Infantry Battalion.
Jackson, J. G.	Traffic	Wellington Infantry Battalion.
Kelly, F. G.	Traffic	Otago Mounted Rifles.
Knowles, T. E.	Locomotive	West Riding Regiment.
Lambert, E.	Locomotive	Auckland Infantry Battalion.
Lockett, R. L. B.	Locomotive	Wellington Infantry Battalion.
McEachen, P. J.	Traffic	Otago Infantry Battalion.
McFarlane, D. S.	Locomotive	Wellington Mounted Rifles.
McKinstry, L. G.	Traffic	Seventh Reinforcements.
McMurtrie, D. A.	Traffic	Otago Infantry Battalion.
Mather, A. B. W.	Locomotive	Wellington Infantry Battalion.
Miles, I.	Traffic	Canterbury Infantry Battalion.
Murcott, S. G.	Traffic	Otago Infantry Battalion.
O'Donnell, D.	Maintenance	Otago Infantry Battalion.
O'Keefe, J.	Locomotive	Wellington Infantry Battalion.
Owens, J. D. H.	Locomotive	Otago Infantry Battalion.
Potts, J. K.	Maintenance	Wellington Infantry Battalion.
Pratt, A. M.	Head Office	No. 1 Stationary Hospital.
Quigley, R.	Traffic	Canterbury Infantry Battalion.
Reynolds, S.	Maintenance	Canterbury Infantry Battalion.
Selby, W. G.	Locomotive	Otago Infantry Battalion.
Shannon, E. A.	Locomotive	Otago Infantry Battalion.
Smith, E.	Traffic	N.Z. Field Engineers.
Stewart, W. D.	Locomotive	Otago Infantry Battalion.
Sutherland, T.	Traffic	Otago Infantry Battalion.
Tonkin, R. E.	Locomotive	Auckland Infantry Battalion.
Trewern, H. A.	Locomotive	Otago Infantry Battalion.
Walinck, J.	Locomotive	Imperial Reservist.
Ward, A. L.	Locomotive	Otago Infantry Battalion.
Whitaker, J. H.	Traffic	Wellington Infantry Battalion.
Williams, G.	Locomotive	Otago Infantry Battalion.
Williams, H. J. T.	Traffic	Canterbury Mounted Rifles.
Wilson, A.	Locomotive	Otago Infantry Battalion.

NEW ZEALAND EXPEDITIONARY FORCES.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED.

Abernethy, G. C.
Ackland, C. W.
Adams, E. R.
Affleck, K. J.
Agnew, M.
Agnew, W.
Ahern, R. J.
Aickin, F. W.
Aickin, P. R.
Aickin, T. R.
Aitchison, P.
Aitken, C.
Aitken, J. (casual labourer).
Aitken, J. (guard).
Aldridge, A. G.
Allan, A. R. L.
Allan, L. S.
Allen, C.
Allen, W. S.
Allender, L. M.
Allison, G.
Allright, R. S.
Aloes, R.
Ames, H.
Amodeo, L. M.
Ander, A. E.
Ander, C. L.
Ander, E. F.
Anderson, C. E.
Anderson, N.
Andrew, L. W.
Andrews, A. J.
Andrews, E. W.
Andrews, J.
Andrews, J. R. D.
Anglim, T.
Angove, T. J. W. F. G.
Angus, A. J. C.
Angus, N.
Angus, P. R.
Angus, R.
Annan, S. F.
Arbuckle, E. A. B.
Armstrong, J.
Arnold, E. J.
Ashley, A. W.
Ashley, C. J.
Askew, E. J.
Atkinson, S.
Aubrey, W. H.
Auld, W. R.
Austin, F. O.
Austin, H.
Auton, S. M.
Avey, G. A.

Bagnall, L. J.
Bailey, A. G.
Baillie, F. W.
Bainbridge, J. W.
Baker, E. J.
Baker, J.
Baker, L.
Ball, F. E.
Ballantine, D.
Ballantyne, A. S.
Ballantyne, J. M.
Banfield, W. H.
Banks, C.
Bannerman, E. I.
Barber, W. H.
Barber, W. S. J.
Barclay, A. J.
Barclay, G.
Barker, C.
Barker, W. E.
Barnard, C. V.
Barnes, H.
Barnett, B. S.
Barrett, W.
Barrett, W. E.
Barrowman, M. F.
Barry, C.
Barry, G.
Bashford, R. H. P.
Batchelor, H. J.
Bateman, F. H.
Bateman, H. O.
Bayldon, T.
Beaton, T.
Beattie, H. E.
Beauchamp, E. G.
Beaumont, H. W.
Beck, G.
Beck, W. C.
Beekman, A.
Beer, A. A. G.
Beetham, A. M.
Begbie, R. C.
Begg, I. W. D.
Bell, G. J.
Bell, J. C.
Bell, J. S.
Bennett, C. F.
Bennett, J. W.
Berkett, H. F.
Berry, J. S.
Bicknell, F. G.
Biggs, W. A.
Billesdon, A. E.
Billington, T. G.
Binsted, J.
Bishop, S. A.
Blackburn, P.
Blackburn, R. E.
Blackie, J.
Blaikie, A. J.
Blaikie, S. J.
Blair, T. R.
Blake, D. H.
Blaud, A. J.
Bold, C.
Bond, A.
Bond, B.
Bond, J. R.
Bond, V. R.
Bond, W. C.
Bonisch, E. J.
Booth, A. W.
Borland, R. W.
Borlase, W. J.
Boswell, R.
Boult, A. A. B.
Bowen, G. J. W.
Bower, J. M.
Bowles, P.
Bowles, P. McL.
Bowles, W. B.
Bowman, A. J.
Bowman, J.
Boyce, F.
Boyd, J. W.
Boyd, R. J.
Boyes, A. C.
Bradley, E. J.
Bradshaw, G. B.
Brambley, P. R.
Bray, A. P.
Bray, B. R.
Brebner, R. B.
Brennan, L. J.
Breslin, E.
Bridges, A. G.
Bright, L.
Britton, E. A.
Brockliss, F. J.
Brogan, W. A.
Brooks, H. H.
Brooks, T. E.
Broome, H. S.
Broomhall, W. W.
Brophy, J.
Brosnahan, P. J.
Broughton, D. S.
Brown, A. C.
Brown, A. H.
Brown, C. J.
Brown, C. S.
Brown, D. H.
Brown, E.
Brown, E. O.
Brown, H.
Brown, J. E.
Brown, M. C.
Brown, N. E.
Brown, R. J.
Brown, R. L. T.
Brown, W.
Brownlie, J. H.
Bruce, H. S.
Bruce, L.
Brunton, W. G.
Bryant, T.
Brydon, R. O.
Budge, J. A.
Bullock, F. J.
Bulman, J.
Bulman, T. A. G.
Burdett, J.
Burge, P.
Burke, D.
Burke, D. P.
Burnett, A.
Burnley, H. B.
Burns, A. C.
Burns, C. R.
Burns, D.
Burns, T. R. L.
Burton, J. A.
Burton, T. H.
Bush, M. E.
Butler, G. S.
Butler, G. T. W.
Butler, W. M.
Butt, L.

Cahill, S.
Cain, J.
Cains, J. N.
Cairns, R. J.
Caldwell, R. T.
Callick, W. S.
Calton, E. A.
Cameron, A. A.
Cameron, C. W. M.
Cameron, J.
Cameron, J. R.
Cameron, L. D.
Cameron, R. L.
Campbell, D.
Campbell, F. G.
Campbell, G. M.
Campbell, J. G.
Campbell, L. H.
Campbell, R.
Cardno, G. A.
Carroll, J. D. F.
Carroll, T. F.
Carruthers, A. K.
Carruthers, R. A.
Carruthers, W. T.
Carson, M.
Casey, E. B.
Casey, T. J.
Casey, W. P.
Cassels, A. M.
Cassels, A. Mc.
Cathcart, W.
Cattell, S.
Cayford, B.
Chalmers, C. I. F.
Chambers, P. S. H.
Chammen, H. F.
Champ, C. N.
Chapman, H. J. L.
Charleston, A. A.
Charlton, A. R.
Chitty, W. W.
Christie, A.
Christie, J.
Christie, W. C.
Christie, W. J.
Christopher, J. G.
Christophers, H. H.
Church, A. E.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED—*continued.*

Church, F.
Ciochetto, C. V.
Clapham, H. A. G.
Clark, F. G.
Clark, G. K.
Clark, H. G.
Clark, S. G.
Clark, W. J.
Clarke, D. A.
Clay, J. O.
Clayton, J.
Cleary, L.
Clingberg, W. C.
Cloke, J.
Clunan, P. J.
Cobden, L. L. B.
Cochran, J. I. Y.
Cochran, R. D.
Cockburn, E.
Cockburn, T.
Cockerell, A. R.
Cockerell, D. B.
Cocklin, J. E.
Cockroft, A. G.
Cockshott, G. A.
Codd, R. E.
Codlin, P.
Cogle, J. F.
Coleman, J. W.
Colley, W. L.
Collie, D. R.
Collier, H.
Collins, D. J.
Collins, H. P.
Colston, G. W.
Connell, E.
Connell, J.
Connett, T. C. W.
Connor, J.
Connor, W. W.
Connors, D. A.
Cook, R. G.
Cook, R. J.
Cook, T.
Cooke, R. G.
Cooke, W. F.
Cooney, J.
Coote, P. S.
Copping, W.
Corbett, R. S.
Corcoran, J. P. A.
Cornwall, J. H.
Cotter, F. T. P.
Cottle, S. H.
Couperthwaite, P.
Coutts, M.
Cowens, B. J.
Cowie, J. H.
Cowling, J.
Cox, A. J.
Craighead, L.
Craw, G.
Crawford, A. N.
Crawford, H.
Crawford, S.
Crawford, T.
Crawley, J. A. M.
Crean, P. L.
Crisp, C. A. B.
Critchfield, J. V.
Cronin, T.
Crossen, M.
Crosswell, A. J.
Crouch, F. B.
Culley, F. J.
Culley, J. A.
Culpitt, H. W.
Cummans, S. L.
Cummings, J. S.
Cundy, J. A. F.
Cunneen, J. P.
Curran, T.
Curtis, G. M.

Dale, Alfred E.
Dale, Archie E.
Daley, T. D.
Dallard, S. D.
Dalley, C.
Dalley, L. M. C.
Dalton, T. D.
Daniel, J.
Daniels, D. B.
Darling, J. G.
Darragh, J. A.
Dash, S. H.
Dasler, A.
Davidson, A.
Davidson, J. E.
Davidson, J. H.
Davidson, R. W.
Davies, F.
Davies, W. D.
Davis, E.
Davis, L. H. M.
Davis, M.
Day, W. H.
Dee, H. W. E.
De Fillipi, D.
Delahoyde, W.
Delaney, J.
Delaney, N. L.
De Lucca, F. L.
Dender, F. A.
Dent, C.
Devine, J.
Devine, T. E.
Dick, H. J.
Dickson, A. F.
Dickson, H. A.
Dimmock, A. R.
Dine, R. L.
Dingle, E. J.
Diver, F.
Dobbyn, A. J.
Dobson, W. J.
Doherty, P.
Don, J.
Donald, E. J.
Donaldson, A. A.
Donaldson, J. L.
Donnelly, J.
Dooley, J.
Doran, W. J.
Dormer, H. W.
Dowker, R. H.
Downes, T. S.
Douglass, J. R.
Doyle, J. J.
Dreaver, R.
Drewery, L. O.
Duffy, A. N.
Dunbar, W. F.
Duncan, G.
Duncan, J.
Duncan, W. M.
Dunlop, W. T.
Dunn, J.
Dunstan, G.
Duston, C.
Dwan, A. P.
Dyer, C. F.
Dyer, N. T.

Ede, A. J.
Edwards, A. M.
Edwards, C. P.
Edwards, E.
Edwards, G.
Edwards, J.
Edwards, R.
Edwards, S. G.
Edwards, T. A.
Egan, J.
Egan, J. M.
Elliott, J.
Elliott, J. B.
Elliott, R. K.
Ellis, L. M.
Elvy, H. L.
Emery, L. A. J.
English, C.
Ennis, W. O.
Ettershank, L. R.
Evans, J. V.
Evans, R. D. J.
Evans, W. D.
Evenden, A. H. W.
Ewart, T.

Fahey, P. M.
Fahy, E. W.
Fairbairn, G.
Falconer, A. D.
Falla, L. M.
Fama, L. C.
Fanselow, H. A.
Fanselow, W. S.
Farnsworth, E. E.
Farquharson, W.
Farrow, W. J.
Fearon, A. E.
Feasey, F. D.
Fenton, J. N.
Ferguson, A. L. S.
Ferguson, R.
Ferguson, W. F.
Ferriday, J. M.
Field, D. J.
Findlay, J.
Finlayson, K. C.
Finlayson, P.
Firth, M. J.
Fisher, J. T.
Fitch, J. F.
Fitzgerald, J. G.
Fitzpatrick, A. F.
Fitzpatrick, D.
Fitzpatrick, J.
Flett, J.
Florey, V. C.
Flynn, A. M.
Flynn, J. D. J.
Flynn, P.
Flugge, A. F.
Foley, W.
Forbes, J. M.
Ford, A. J.
Ford, S. R.
Forde, J. P.
Fordham, R. E. W.
Foreman, J. W.
Forrest, J. H.
Forsyth, N. L.
Forsyth, R.
Forward, S. R.
Foster, E. J.
Foster, J. V.
Fotheringham, W. L.
Fountain, N. C. M.
Fowler, R. G.
Fox, W. M. G.
Foy, J. M.
Frame, F. S.
Frame, G. S.
Francis, J. A. G.
Frank, J. F.
Fraser, A. A.
Fraser, G. F.
Fraser, J. C.
Fraser, W. A.
Fray, J. L. H.
Freed, F. B.
Fruin, F. G.
Fruin, F. L.
Fry, F. L.
Fulton, H. J.
Furber, P.
Furey, D. J.

Gaffney, T.
Gall, W.
Gallagher, A. W.
Gallagher, C. A.
Gallagher, C. N.
Galvin, G. B.
Gambling, E. W.
Gardner, J. H.
Garlick, R. T.
Garner, A.
Garrard, C. R. E.
Garvey, P.
Gatehouse, C. H.
Gawn, T. G.
Gee, A.
Gibb, A.
Gibbs, L. J.
Gibson, J. A.
Gibson, T. A.
Gilbert, J. J.
Gilbert, L. C.
Gilchrist, G.
Gillon, J.
Gilmore, A. F.
Gilmore, R. J.
Gilmour, F. D.
Ginnane, J.
Girven, A.
Girven, E. A.
Glastonbury, A. G.
Godfrey, J. A.
Godfrey, W. A. D.
Going, J.
Gooch, L. H. C.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED—*continued.*

Goodhue, C. N.
Goodley, A.
Gordon, J.
Gordon, R. H.
Gordon, W. D.
Gordon, W. E.
Govan, D. A.
Gow, R. R.
Graham, W.
Grammer, W.
Granfell, A. E.
Grant, A. G.
Gray, A. F.
Gray, E. E.
Gray, G. C.
Gray, J. A.
Greatbatch, J. H.
Green, H. C.
Green, T.
Greenhalgh, E.
Greenslade, J. G.
Greenwood, E. P.
Greenwood, S. I.
Greer, H. A.
Greig, A. M.
Gribble, N. W.
Grieve, J.
Grigg, M. H.
Guerin, W. B.
Guinness, W. J. P.
Gunn, G. W.
Gunn, J.
Guthrie, A. H.
Guthrie, J.
Guthrie, J. H.
Guthrie, M.
Guthrie, T. J.
Gwilliam, G. W. A.
Gyton, E. S.

Haddock, O. H.
Haire, G. W.
Hales, A.
Haley, J. L.
Halkett, F. A.
Hall, J. H.
Hall, W. V.
Hallett, N.
Halley, W.
Halpin, A.
Hamblin, W. J.
Hamblyn, H. E.
Hamilton, A. R.
Hamilton, A. S.
Hamilton, J. E.
Hamilton, W.
Hammond, H.
Hammond, J. C.
Hammond, L. J. B.
Hanan, J. A. N.
Handcock, T.
Hancock, A. A.
Hancock, J.
Hanlon, G. W.
Hannah, J.
Hannan, W. P.
Hannigan, J. P.
Hansen, H. R.
Hansen, J. A.
Hanson, W. P.
Harbridge, W. H.
Harcus, J.
Hardbattle, W. J.
Hardcastle, L.
Hardham, W. J.
Hardie, W. A.
Harding, A. E.
Harding, L. C.
Hardy, C. L.
Hardy, W. A.
Hare, J.
Harland, A. E. B.
Harper, J.
Harper, J. L. T.
Harpur, W. P.
Harrahan, E.
Harris, A. C.
Harris, E. A. H.
Harris, T.
Harrison, G.
Harrison, T. A.
Harvey, H. W.
Harvey, L. G.
Hastedt, K. G.
Hastings, N.
Hatwell, F. A. L.
Hawke, H. G.
Hawkey, T.
Hawkins, F. J.
Haxton, G. W.
Hay, J. B.
Hayes, A. P.
Hayes, J.
Hayles, A.
Hayles, N. F.
Hayward, A. R.
Heap, E.
Heard, G.
Hebditch, W.
Hedge, C. G.
Heginbotham, G. R.
Helm, A. M.
Henderson, H. H.
Henderson, H. S. L.
Henderson, L. A.
Henderson, R.
Henderson, T. J. F.
Henderson, T. W.
Henley, J.
Henry, L.
Henson, J. H. H.
Herbert, S.
Herd, J. A.
Herman, A.
Hewett, M.
Hewson, J. C.
Hickey, E.
Hickey, M.
Hickman, A. C.
Hiddlestone, J.
Higginson, N. L.
Hill, F.
Hill, W. H. A.
Hills, A. H.
Hilton, J. P.
Hintz, H. A. H.
Hislop, A.
Hobbs, R. H.
Hodgman, G. F.
Hoff, L. P.
Hogarth, J. Y.
Holland, A. E.
Holland, E. J. L.
Hollinger, A. J.
Holmes, F. G.
Hooper, G. S.
Hopkins, W. A.
Hopkirk, R. E. B.
Horrobin, F. W.
Horsnell, C.
Hotere, J.
Houston, W. H.
Howden, R.
Howell, I. J.
Howie, J. A.
Howie, S. G.
Howie, W. J.
Howlett, L. V.
Hughes, W.
Hughes, W. C.
Hunt, A. E.
Hunt, F.
Hunter, A. J.
Hunter, E. G.
Hunter, H.
Hunter, W. L.
Hutchings, C. R.
Hutchins, A. R.

Ibbotson, H.
Ingpen, F. G.
Ingpen, H.
Irving, R.
Islip, E. E.

Jackson, A. W.
Jackson, C. P. M.
Jackson, J. G.
Jackson, J. T.
Jackson, R.
Jackson, W.
Jacobs, H. D.
Jacobson, E.
James, C.
Jamieson, G. W.
Jamieson, R. L.
Jamison, W. L.
Jeffery, R.
Jenner, F. T. R.
Jessen, J.
Jobberns, J.
Johanson, H.
Johnson, J. W.
Johnson, N. W.
Johnson, W.
Johnston, C. G.
Johnston, F. C.
Johnston, G.
Johnston, J. E.
Johnston, T.
Johnston, W. J.
Jones, C.
Jones, C. B.
Jones, D. R. R.
Jones, F. A. A.
Jones, F. R.
Jones, J. T.
Josland, F. W.
Joyce, J.
Judd, E. R.
Julian, D. M.
Jull, A. E.
Jull, J. A.
Junge, C. R.
Jury, S. D.

Kane, P. J.
Katene, F. B.
Kay, H.
Keane, J.
Keat, L. I.
Keats, C.
Keble, G.
Keegan, P. J.
Keenan, P. St. J.
Keith, W. H.
Kelleher, H. W.
Kellett, G. E.
Kelly, M.
Kemp, R.
Kennedy, D. C.
Kenny, D. J.
Kenyan, B. D.
Kernick, J.
Kerr, C. J.
Kilburn, D. A.
Kilkenny, M. H.
Kilner, F. T.
Kilpatrick, D.
Kimber, G.
King, F. E.
King, G. H. F.
Kingi, I.
Kippenberger, L. J.
Kirby, F. W.
Kirton, T.
Kissell, E. N.
Kissell, W. G.
Knaggs, W. D.
Knight, R. P.
Knights, S.
Knock, G. E.
Knowles, T. E.
Kunst, F. J. H.
Kurnan, H. A. D.

Laloli, J. H.
Lambert, E.
Lambeth, T. A.
Lamont, P.
Lang, C. H.
Langford, J. G.
Latimer, A.
Latimer, F. G.
Latimer, L. H.
Lauder, O. S.
Laverty, E.
Lawless, T.
Lawlor, D.
Lawlor, J. W.
Lawson, T. M.
Lawton, M. R.
Le Brun, A. W.
Leckey, J. C.
Le Comte, J. P. D.
Le Comte, R. A.
Ledingham, A. R.
Lee, E.
Leedon, A. G.
Leigh, T. J.
Leitch, R. E.
Lepper, J. V. H.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED—*continued.*

Lepper, L. H.
Leslie, W.
Leslie, W. E.
Leslie, W. M.
Levick, W. A. P.
Lewin, H. A.
Leydon, B. E. E.
Lilly, W. H. T.
Lindop, W. H.
Lineen, J.
Linehan, C. A.
Lloyd, D. J. L.
Lloyd, E. L.
Lloyd, G. M.
Lloyd, T. E. L.
Lock, B. G.
Lockett, R. L. B.
Lockhart, R.
Lockie, L. W.
Lockie, N. J.
Logie, E. H.
Long, T.
Longstaff, T.
Lorimer, H. S.
Louden, J.
Lough, J.
Lucas, E.
Lucas, J.
Lucy, T. M.
Luscombe, C. E.
Lyall, J. R.
Lynch, A. P.

MacArthur, J. I.
Mace, W. H. C.
Mackay, A. J.
Mackay, J. R.
Mackay, R. M.
Mackay, W. M.
Mackenzie, A.
Maclachlan, R.
Magnusson, O.
Maher, J.
Malcon, F. J.
Male, W. H.
Maloney, W. J.
Mancey, C. H.
Manly, E. G. P.
Mann, W.
Manning, P. S.
Marr, R. M.
Marriott, P. S.
Marris, B. A.
Marsh, G.
Marsh, J. W.
Marshall, C. D.
Marshall, E. J.
Marshall, L. L.
Marquet, J. D.
Martin, A. V.
Martin, F. O.
Martin, J. H.
Martin, W. J.
Massicks, E. J.
Masters, A. R.
Matches, W. T.
Mather, A. B. W.
Matheson, N. M.
Matheson, R. D.
Mathews, J. V.
Matthewson, W. G.

Maxwell, A. C.
May, Frank.
May, Frederick.
Mays, C. E.
Meadowcroft, E. H.
Meads, H. T.
Medlin, H. B.
Meekin, J.
Mellor, L. W.
Menzies, F. W.
Menzies, J. W. C.
Menzies, S.
Metrick, J. H. D.
Meyenberg, W. R.
Meynell, H. F.
Middlemass, V. C.
Middlemiss, W. T.
Middleton, W.
Milburn, G. K.
Milburn, R.
Miles, I.
Miles, M. F.
Millar, A. G. J.
Miller, W. R.
Milligan, P. E. O.
Millin, W. G.
Mills, A. C.
Mills, F.
Mills, W. G.
Milne, C.
Minifie, A.
Mintrom, F. H.
Mitchell, G.
Mitchell, J. B.
Mitchell, J. J.
Mitchell, V.
Mole, H. P.
Monro, W.
Monteith, W.
Moody, F. H.
Moody, L.
Mooney, E. M. A.
Mooney, T. N.
Moore, G.
Moore, G. R.
Moore, J. C.
Moosman, L. J.
Morey, P. H.
Moroney, E. J.
Morris, E. G. M.
Morris, R. M.
Morrison, K.
Morrison, W. H.
Mosley, C. C.
Motion, W. A.
Mouat, F.
Moynihan, D.
Muir, J. C.
Muir, R. M.
Muirhead, J. W.
Mulholland, G.
Mullany, C. L.
Mullany, E. J.
Mulligan, E. J.
Munn, S. D.
Munn, W. G.
Munro, H. A.
Munro, P. A.
Murch, H. C.
Murcott, S. G.
Murray, A. J.

McAnnally, H. J.
McArley, J. L.
McArthur, A. A.
McArthur, J. N.
McArtney, A.
McAuley, F. G.
McAuliffe, W.
McCallum, W. A.
McCarthy, D.
McCarthy, L. R. S.
McCauley, J.
McCloy, D. G.
McCombe, J. S.
McComish, J. D.
McConnell, C. D.
McCormick, A. N.
McCormick, B.
McCrae, A. R.
McCready, R.
McCreamer, J.
McCullough, L. F.
McCullough, H.
McDonald, C.
McDonald, D. A.
McDonald, E. J.
McDonald, H.
McDonald, H. E.
McDonald, J.
McDonald, L. F.
McDougall, A.
McDougall, J. M.
McDowell, W. G.
McEachen, P. J.
McEnirney, P. J.
McEwan, D.
McEwin, J. J.
McFarlane, D. S.
McFarlane, H.
McFaull, J. E.
McGahan, C. W.
McGee, F. N.
McGill, A.
McGinn, J. H.
McGonagle, D. L.
McGrail, C. H.
McGrath, G.
McGrath, P. W.
McGrath, T. C.
McGregor, A. J.
McIlroy, H.
McInnes, A. H.
McIntosh, W. L.
McIvor, J.
McIwraith, R.
McKain, E. T.
McKearney, M. P.
McKellar, A. D.
McKellar, D. I.
McKellar, P. A.
McKenzie, M.
McKinstry, L. G.
McKone, J.
McKone, M.
McKone, N.
McKubre, J. M.
McLaren, E.
McLaren, P. A.
McLaughlin, A. J.
McLay, T. B.
McLean, Felix A.
McLean, Francis A.

McLean, G. H.
McLean, J. U.
McLean, L. D.
McLean, T. H.
McLear, A. J. W.
McLennan, A.
McLennan, T. F.
McLeod, W. P.
McMahon, E.
McMahon, T. J.
McManus, B.
McMillan, J. J. G.
McMinn, W. E.
McMurtrie, D. A.
McNeil, J. D.
McNulty, J. E.
McQuarrie, E. D.
McRae, T. M. F.
McVicar, W. R.

Nankivell, A.
Nash, F.
Neale, J.
Needham, J. I.
Neill, C. H.
Neilson, A. L.
Neilson, C. S.
Neilson, W.
Nelson, G. O.
Nelson, R.
Nerheny, S.
Nesbit, A. O.
Nevin, F. L.
Newman, A. V.
Newsam, C. S.
Newsham, W. P.
Newton, A. W. H.
Newton, G.
Nicholson, C. J. S.
Nicholson, E. C. E.
Nicholson, H. K.
Noon, R. G.
Norman, J.
Norton, W. J.

O'Brien, A. M.
O'Brien, E. A.
O'Brien, W. J.
O'Brien, W. P.
O'Callaghan, T. F.
O'Connor, P. M.
O'Connor, T.
O'Donnell, D.
O'Donnell, P. J.
O'Donohue, D.
O'Harlon, F. G.
O'Keeffe, J.
Oldham, A. W.
Olds, W. K.
O'Leary, D. A.
O'Leary, J. W.
Oliver, J. W.
Oliver, L. D.
O'Loughlin, W. A.
Olsen, A. J.
Olsen, W. J.
O'Reilly, —.
Osborne, L. K.
O'Sullivan, L. M.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED—*continued.*

O'Sullivan, J. F.
Otto, W. E.
Owens, J. D. H.

Page, W. E.
Paget, A. W.
Pallesen, N.
Parker, H. A. J.
Parker, W. E.
Parkes, G. W. M.
Parkin, G. I. H.
Parr, E. A.
Parr, R. E.
Passman, J. W.
Patterson, A. G.
Patterson, G.
Patterson, L.
Patterson, W. S.
Patton, H. L.
Pauling, W. W.
Payne, A. W.
Payne, J. P.
Pearce, J. G.
Pearson, J. W.
Pearson, L. R.
Peart, S.
Peden, J. D.
Pedersen, H.
Penberthy, B. J.
Pennell, J. J.
Pepper, S.
Perkins, C. A. R.
Perry, S.
Persson, A. E.
Peryer, C. N.
Peryer, S. M.
Petersen, J. D.
Petersen, P. A.
Petersen, R. F.
Phillips, H.
Phillips, J. H.
Phillips, J. J.
Phillips, J. T.
Pilkington, J.
Piper, A. L.
Pointon, R. J.
Pollard, T.
Poole, G. T.
Pope, H. A.
Poppleton, G. P
Porter, S.
Potts, J. K.
Power, J. M.
Pratt, A. M.
Prenderville, E. C.
Prentice, L. K.
Prentice, W. R.
Prentis, V. E.
Price, H. R.
Priest, A. C. W.
Pritchard, A. T.
Procter, G.
Pugh, F. G.
Pullan, J. H.
Pullin, W. F. G.
Pye, W. W.

Qualter, M. F.
Quested, W. P.
Quigley, R.
Quinlan, C. P.
Quinn, C.
Quinn, E. J. F.

Radford, E. W.
Rae, F.
Rae, T. H.
Raine, R. F.
Ralston, W. J.
Ramsay, J. F.
Ramsay, J. W.
Ramsay, M. H.
Ramsay, R. G.
Ramsden, C. E.
Rasmussen, C. L. M.
Ravenwood, H. C.
Rawson, R. C.
Ray, F. C.
Rayner, J.
Read, F. J.
Redpath, C. A.
Reed, J. A.
Reeve, B. L. R.
Reeve, E. J.
Reid, J.
Reid, T. M.
Reid, W. M.
Reidy, D. B.
Reidy, P.
Revell, H. J.
Reynolds, L. B.
Reynolds, S.
Rice, J.
Richards, S.
Richardson, J.
Richardson, W. R.
Richdale, H. T.
Rickman, J. G.
Ricsop, C. R.
Riggs, B.
Robb, R. D.
Roberts, P. G.
Robertson, A.
Robertson, A. M.
Robertson, D. C.
Robertson, D. L. J.
Robertson, F. W.
Robinson, F. J.
Robinson, G. J.
Robinson, H.
Roche, J.
Rodgerson, R.
Rogers, J. L.
Rogers, S. D.
Rogerson, A. W.
Rohloff, A. F. R.
Rolland, A. F.
Rollo, C.
Rolls, A. C.
Rope, R. P.
Ross, H. L.
Ross, J.
Rouse, F. J.
Rowland, C. K.
Rowland, J. B.
Ruane, A. T.
Ruff, A. J.
Ruscoe, H. L.
Rush, D.
Russell, L. E.
Russell, R. D.
Rustbatch, A.
Ryan, A.
Ryan, E.
Ryan, T. J.
Ryan, T. P.
Ryan, W. H.

Sage, A. H.
Salt, C. H.
Samson, W.
Samuel, J. J.
Samuel, W.
Sanderson, A. R.
Sandford, H. W. H.
Sangster, W.
Saunders, E.
Saunders, F. G.
Savage, H. G.
Saville, G. H.
Sawers, J.
Scanlan, T.
Scannell, M.
Schaw, A. H.
Schaw, H. J.
Schultz, W. T.
Scott, A. M.
Scott, A. V.
Scott, C.
Scott, G.
Scott, J. A.
Scott, J. C.
Scott, J. J.
Scoullar, J. S.
Scoullar, W. A.
Scully, M.
Scully, P.
Seabourn, A. A.
Seager, H. E.
Seccombe, A. P.
Selby, W. G.
Semple, J. N.
Setter, W. R.
Sexton, M. D.
Shannon, E. A.
Sharman, J. I.
Sharp, T.
Shaw, E. A.
Shaw, G. E.
Shea, J. H.
Shelley, J. M.
Shepherd, T.
Sheppard, J. H.
Sherlock, W.
Shirley, H. H. O.
Shore, W. H.
Short, J.
Simmonds, H.
Simmonds, W. H.
Simmonds, W. H. R.
Simons, A. S.
Simpkins, H.
Simpson, A.
Simpson, E. G.
Simpson, F. W. (Invercargill).
Simpson, F. W. (Petone)
Simpson, G.
Simpson, G. R.
Simpson, H.
Simpson, S.
Simpson, W. G.
Sired, P. C.
Sirett, G. L.
Sisley, H. C.
Skilling, E. G.
Slatter, H. A.
Slaughter, H. V. M
Sloan, T. C.
Slodden, J. E.
Smale, R. R.
Small, C. R.
Smith, A.
Smith, A. L.
Smith, B. A.
Smith, E.
Smith, F. H.
Smith, F. J.
Smith, F. W.
Smith, L.
Smith, N. R.
Smith, S. E.
Smith, W.
Smith, W. B.
Smylie, A.
Smyrk, E. W.
Southwell, R. H. L.
Speirs, J. L.
Spencer, R. T.
Spillane, C.
Spowart, M. W.
Stanley, B. T.
Stansell, L. B.
Stanton, A. R.
Starkey, L. E.
Starnes, J.
Stead, R. M.
Steer, G. S.
Steers, H. A.
Stevens, A. M.
Stevens, J.
Stevens, R. B.
Stewart, A. G.
Stewart, C.
Stewart, D. M. A.
Stewart, W. D.
Stewart, W. E.
Still, A. E.
Stimpson, A. M.
Stinson, J.
Stockdale, W.
Stokes, A. J. S.
Strachan, J. B.
Stringer, A. E.
Stuart, G. L.
Stuart, J.
Stuart, W. G.
Sullivan, B.
Sullivan, F. J.
Sullivan, J.
Suters, C. G.
Sutherland, A.
Sutherland, D. W.
Sutherland, F. N.
Sutherland, H.
Sutherland, J. B.
Sutherland, T.
Sutherland, W. A.
Sutton, G. H.
Swan, G.
Swinney, R.
Sykes, J. W.
Syme, R.
Syme, R. A.

MEMBERS OF RAILWAY SERVICE WHO HAVE ENLISTED—*continued.*

Symes, H. A.
Symonds, A. H.
Symonds, C. J.
Symons, B.

Tangney, B.
Tapsell, R. R.
Tarrant, L. T.
Tassell, S. I.
Tatham, L. J.
Taylor, H. A.
Taylor, H. K.
Taylor, J. C.
Taylor, P. A.
Taylor, S. A. R.
Taylor, W. C.
Taylor, W. L.
Tennett, A. W.
Terras, R. M.
Terry, J. H.
Teward, T.
Thomas, A. R.
Thomas, C. R.
Thomas, F. V.
Thomas, G. W.
Thomas, J. H.
Thomas, R. P.
Thomas, S.
Thompson, B. J.
Thompson, C. W.
Thompson, J. H.
Thompson, M. W.
Thompson, W. R.
Thorn, G. B.
Thornton, W.
Thorpe, H.
Thrupp, G. E.
Thwaites, T
Tierney, G. T.
Timings, M. T.
Timmins, E.
Tims, F. S. V.
Titchener, W. H
Todd, C. M.
Todd, J.
Todd, W.
Tomkies, W. E.
Toner, J.
Tonge, C. H. A.
Tonkin, R. E.
Townsend, F. P.
Trerise, N. E.
Treweek, C. W.
Trewern, H. A.
Trim, F. E.
Tritt, W. C.
Trower, A. L.
Truman, T. H.
Tucker, J. N.
Tullett, A. J.
Turkington, W. M.
Turner, W.
Turnwald, B. J.
Tyack, W. H.

Vaughan, R. P.
Vernon, J. S. F.
Veysey, E. W.
Veysey, R.
Vial, J. M.
Vile, F. C. R.
Vollemaere, A. J.
Vosper, E. J. L.

Wakefield, E. W.
Wakelin, L. T.
Walinck, J.
Walker, A.
Walker, C. E. S.
Wallace, G. N.
Wallace, J. R.
Wallace, K. J.
Waller, W. J.
Walters, C.
Wansbone, J.
Ward, A. L.
Ward, B.
Warren, C. H.
Watt, J.
Wattam, R. E.
Watts, E. F.
Webb, J. S.
Webb, W.
Webb, W. W.
Weenink, C. B.
Weir, J. K.
Weir, R.
Wellings, W.
Wellman, G. C.
Wellstead, A. W.
Welsh, E. H.
Welsh, F. W. J.
West, H. C.
West, J. B.
Westerholm, N. B. O.
Westfield, A.
Wheeler, E. R.
Whishaw, B. G.
Whitaker, G. C.
Whitaker, J. H.
White, A. G. F.
White, C. W. S.
White, D. L.
White, J. L.
White, R. L.
White, T. F.
White, T. G. O.
White, W. A.
Whitehorn, S. H.
Whiten, S.
Whitfield, E. G.
Whitfield, G. E.
Whiting, N. A.
Whittlestone, C. T.
Wiggins, H. A.
Willcox, G. H. C.
Williams, A. P.
Williams, A. V.
Williams, C. F. T.
Williams, G.
Williams, H. J. T.
Williams, L.
Williams, N. P.
Williams, R. E.
Williams, T. L.
Williams, W.
Williams, W. A.
Williams, W. E.
Williams, W. E.
Williams, W. H.
Williamson, H. M.
Williamson, T. J.
Willis, E. J.
Willis, P. G.
Wills, W. O.
Willsteed, W. B.
Wilson, A.
Wilson, A.
Wilson, A. G. H.
Wilson, C. G.
Wilson, D. M.
Wilson, E. H.
Wilson, F. C.
Wilson, F. W.
Wilson, G. M.
Wilson, G. R.
Wilson, J. A.
Wilson, John.
Wilson, Joseph.
Wilson, J. O.
Wilson, J. W.
Wilson, R.
Wilson, R. G. J.
Wilson, T. H.
Wilson, V. H. G.
Wilson, W. D.
Wilson, W. E.
Wilton, H. O.
Winder, F. J.
Winter, R. G.
Winter, W. G.
Wisnofski, A. C.
Wood, O. J.
Woodhead, C. D.
Woodrow, T. M.
Woodrow, W. W.
Woods, N. G.
Woollett, W.
Woollett, W. H.
Woolley, D. S.
Wormald, G. H.
Worsfold, J. H.
Wray, W. G.
Wren, T.
Wright, A. H. B.
Wright, J. W.
Wright, P. J.
Wright, W.
Wyatt, A.

Yates, A. W.
Yorsten, T. E. M.
Young, C. H.
Young, J. F. H.
Young, J. R.
Young, R. W. F.
Yule, A. A.

Zellman, Otto.

INDEX OF RETURNS

ACCOMPANYING ANNUAL REPORT OF THE GENERAL MANAGER OF NEW ZEALAND GOVERNMENT RAILWAYS, 1915–1916.

RETURN No. 1.

General Revenue Account for the Year ended 31st March, 1916.

Dr.	£	s.	d.
To Cash in hand, freights, &c., outstanding at stations, 1st April, 1915	93,471	2	9
Revenue from passenger, parcels, and goods traffic, as per Return No. 5 ...	4,548,355	14	6
	£4,641,826	17	3
To Net payment to Public Account	4,484,152	19	1
Less cash in hand, freights, &c., outstanding at stations, 1st April, 1915, as above	93,471	2	9
	4,390,681	16	4
Cash in hand, freights, &c., outstanding at stations, 31st March, 1916, as above...	157,673	18	2
	£4,548,355	14	6

Cr.	£	s.	d.	£	s.	d.
By Gross payment to Public Account	4,715,377	5	2			
Less collections for refund	231,224	6	1			
				*4,484,152	19	1
Cash in hand, freights, &c., outstanding at stations, 31st March, 1916				157,673	18	2
				£4,641,826	17	3
By Working-expenses, as per Return No. 4				2,910,882	10	4
Balance—Net earnings, available for interest				1,637,473	4	2
* Receipts as per Treasury accounts	£4,484,337	0	0			
Balance, Refund Account, 31st March, 1915, as below	14,802	3	3			
	4,499,139	3	3			
Balance, Refund Account, 31st March, 1916, as below	14,986	4	2			
	£4,484,152	19	1			
				£4,548,355	14	6

Collections for Refund to Harbour Boards, Shipping Companies, Carriers, etc., for the Year ended 31st March, 1916.

Dr.	£	s.	d.
To Balance brought forward, 1st April, 1915	14,802	3	3
Collections for refund	231,224	6	1
	£246,026	9	4

Cr.	£	s.	d.
By Treasury payments	231,040	5	2
Balance, 31st March, 1916, carried forward	14,986	4	2
	£246,026	9	4

J. Macdonald, Chief Accountant.

RETURN No. 2.

General Expenditure Account for the Year ended 31st March, 1916.

Dr.

	£	s.	d.
To Balance brought forward,—			
Accounts due to the Department outstanding at 1st April, 1915, for stores, work done, &c.	40,243	18	5
Stock of stores at 1st April, 1915	418,093	19	11
Payments,—			
Per Treasury Vote 18* (£ 3,425,213 0 7)			
Consolidated Fund—Unauthorized expenditure (£ 10,000 0 0)	3,435,213	0	7
Liabilities outstanding at 31st March, 1916, carried forward.—			
Wages and supplies for March paid from Treasury in April	113,679	5	6
	£4,007,230	4	5

* Payments per Treasury ...	£3,425,213	0	7
Recoveries ...	471,206	11	7
Net charge to Vote ...	£2,954,006	9	0

Cr.

	£	s.	d.
By Liabilities outstanding at 31st March, 1915, brought forward	157,574	19	0
Classified expenditure, as per Return No. 4	2,910,882	10	4
Recoveries to credit of Vote 18,*—			
Other Government Departments, and personal accounts for stores, work done, &c. (£ 423,964 13 5)			
Miscellaneous recoveries (£ 47,241 18 2)	471,206	11	7
Balance,—			
Accounts due to the Department outstanding at 31st March, 1916, for stores, work done, &c.	39,500	8	1
Stock of stores at 31st March, 1916	428,065	15	5
	£4,007,230	4	5

J. Macdonald, Chief Accountant.

RETURN No. 3.

Classified Expenditure for the Year ended 31st March, 1916.

Section.	Maintenance of Way and Works.						Locomotive Power.						Carriages.	Wagons.	Traffic.	Head Office.	Departmental Offices.	Lake Wakatipu Steamers.	Totals.
	Permanent-way.	Structures.	Buildings.	Miscellaneous.	General Charges.	Total.	Working Locomotive.	Fuel and Water.	Oil, Tallow, &c.	Renewals and Repairs.	General Charges.	Total.							
WAGES AND SERVICES.																			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Whangarei	6,765 17 0	1,802 16 6	514 2 6	33 2 11	..	9,115 18 11	3,823 16 7	321 17 1	..	1,505 13 8	..	5,651 7 4	508 15 5	1,179 4 5	6,953 12 11	366 16 10	1,160 15 6	..	24,936 11 4
Kaihu	1,254 8 11	194 1 11	282 4 9	4 6 0	..	1,735 1 7	498 0 7	27 11 1	..	369 11 2	..	895 2 10	177 9 1	171 0 10	1,322 14 11	42 6 0	32 7 3	..	4,376 2 6
Gisborne	4,332 14 3	469 5 9	385 10 0	15 13 6	..	5,203 3 6	1,935 19 6	93 0 3	..	1,675 9 5	..	3,704 9 2	192 5 7	483 17 6	2,712 9 3	204 14 7	158 8 3	..	12,659 7 10
North Island Main Lines and Branches	157,190 2 1	51,626 12 4	27,216 14 5	2,032 9 7	..	238,065 18 5	176,159 18 5	14,140 19 1	..	68,294 12 8	..	258,595 10 2	33,045 9 6	40,960 7 9	389,999,13 3	17,845 8 5	39,878 12 10	..	1,018,391 0 4
South Island Main Lines and Branches	142,606 15 10	34,295 3 4	31,019 13 3	663 18 6	..	208,585 10 11	116,842 19 1	10,611 16 6	..	48,336 4 3	..	175,790 19 10	17,865 2 0	28,826 14 7	314,236 19 6	11,630 8 3	27,669 11 10	..	784,605 6 11
Westland	18,065 18 0	3,612 13 7	1,926 2 4	28 0 3	..	23,632 14 2	10,639 14 7	198 9 4	..	4,371 3 2	..	15,209 7 1	1,379 16 10	3,356 18 1	24,186 16 11	1,178 17 10	3,967 13 1	..	72,912 4 0
Westport	3,943 11 0	1,273 12 11	594 19 1	..	..	5,812 3 0	6,258 0 1	403 14 4	..	1,704 15 6	..	8,366 9 11	470 7 10	5,933 2 0	14,511 18 6	791 14 10	2,820 16 0	..	38,706 12 1
Nelson	4,329 12 11	1,432 12 4	529 10 11	20 11 1	..	6,312 7 3	2,027 19 3	111 0 8	..	698 11 2	..	2,837 11 1	364 6 0	324 5 9	8,578 14 2	245 4 9	186 8 6	..	18,848 17 6
Picton	4,595 13 6	1,224 19 6	117 12 7	3 7 11	..	5,941 13 6	2,721 19 11	99 12 6	..	1,145 1 9	..	3,966 14 2	240 2 1	371 7 2	5,739 6 2	199 17 10	148 11 1	..	16,607 12 0
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,537 13 10	4,537 13 10
Totals	343,084 13 6	95,931 18 2	62,586 9 10	2,801 9 9	..	504,404 11 3	320,908 8 0	26,008 0 10	..	128,101 2 9	..	475,017 11 7	54,243 14 4	81,606 18 1	768,242 5 7	32,505 9 4	76,023 4 4	4,537 13 10	1,996,581 8 4
STORES.																			
Whangarei	553 7 8	195 0 4	213 8 6	14 4 4	..	976 0 10	..	2,208 16 0	239 10 7	1,072 18 0	..	3,521 4 7	411 6 5	461 7 4	593 4 5	38 3 10	18 2 5	..	6,019 9 10
Kaihu	211 5 8	62 2 2	129 11 10	..	..	402 19 8	..	272 18 11	15 1 7	142 17 4	..	430 17 10	87 3 9	66 11 4	96 0 4	4 6 10	2 0 11	..	1,090 0 8
Gisborne	112 7 8	196 18 1	217 11 8	38 2 0	..	564 19 5	..	2,353 13 3	114 3 11	737 4 0	..	3,205 1 2	246 2 2	240 15 1	205 7 3	21 0 9	9 16 10	..	4,493 2 8
North Island Main Lines and Branches	72,598 9 7	17,486 16 10	17,194 16 6	1,972 7 0	..	109,252 9 11	..	205,699 11 3	10,903 15 9	35,246 19 7	..	251,850 6 7	16,674 5 9	17,906 6 6	31,819 5 0	1,851 16 10	860 0 1	..	430,214 10 8
South Island Main Lines and Branches	57,370 6 9	10,632 16 1	18,057 6 3	605 9 9	..	86,665 18 10	..	121,158 4 6	5,074 11 11	20,986 5 0	..	147,219 1 5	4,872 3 1	10,008 12 3	20,601 13 0	1,202 2 11	558 3 5	..	271,127 14 11
Westland	4,584 5 10	829 15 8	984 18 4	31 5 2	..	6,430 5 0	..	5,135 2 4	524 6 2	2,244 17 8	..	7,904 6 2	694 9 6	1,721 18 10	1,721 15 0	121 17 1	57 5 8	..	18,651 17 3
Westport	*Cr.* 686 7 2	183 12 11	434 16 5	..	..	*Cr.* 67 17 10	..	2,685 1 3	292 17 2	725 8 1	..	3,703 6 6	189 6 11	3,945 14 10	1,087 12 7	82 0 1	38 12 11	..	8,978 16 0
Nelson	566 16 0	549 0 1	250 5 11	5 15 2	..	1,371 17 2	..	1,836 19 5	109 11 11	498 0 2	..	2,444 11 6	141 1 9	31 3 11	480 17 3	24 19 5	11 13 11	..	4,506 4 11
Picton	1,188 7 9	232 18 11	79 3 1	2 12 1	..	1,503 1 10	..	2,154 0 3	133 3 6	579 3 5	..	2,866 7 2	147 2 5	190 17 0	328 18 5	20 12 9	9 16 6	..	5,066 16 1
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,709 3 0	1,709 3 0
Totals	136,498 19 9	30,369 1 1	37,561 18 6	2,669 15 6	..	207,099 14 10	..	343,504 7 2	17,407 2 6	62,233 13 3	..	423,145 2 11	23,463 1 9	34,573 7 1	56,934 13 3	3,367 0 6	1,565 12 8	1,709 3 0	751,857 16 0
MISCELLANEOUS.																			
Whangarei	17 14 4	33 15 11	2 4 3	0 1 11	64 4 8	118 1 1	..	39 11 5	..	399 12 3	12 11 2	451 14 10	98 13 10	301 14 8	363 17 7	..	..	..	1,334 2 0
Kaihu	1 9 11	0 12 3	4 17 3	..	1 17 3	8 16 8	..	..	..	52 4 10	1 8 2	53 13 0	4 4 0	5 11 6	31 9 5	..	..	..	103 14 7
Gisborne	17 16 8	124 4 5	150 3 7	2 16 4	87 4 5	382 5 5	..	4 12 0	..	397 14 0	10 5 1	412 11 1	*Cr.* 54 2 6	34 12 0	300 6 4	..	..	..	1,075 12 4
North Island Main Lines and Branches	1,462 9 6	5,470 16 2	4,323 18 9	307 19 11	3,200 7 1	14,765 11 5	..	132 0 5	..	16,844 16 3	1,433 8 7	18,410 5 3	6,343 3 1	8,628 10 6	32,079 14 10	..	..	..	80,227 5 1
South Island Main Lines and Branches	1,181 8 1	4,324 4 0	4,730 8 2	228 2 5	954 16 2	11,418 18 10	..	113 8 4	..	14,084 10 7	1,356 3 8	15,554 2 7	5,899 3 3	8,834 15 2	25,470 5 11	..	..	..	67,177 5 9
Westland	226 1 8	385 12 3	278 6 3	12 19 0	182 8 0	1,085 7 2	..	12 12 10	..	865 10 3	59 3 11	937 7 0	*Cr.* 56 10 7	505 6 0	3,395 12 9	..	..	..	5,867 2 4
Westport	157 1 8	171 5 5	98 5 8	..	35 10 8	462 3 5	..	11 4 8	..	200 9 5	51 2 9	262 16 10	*Cr.* 135 19 6	1,450 9 0	2,457 18 7	..	..	..	4,497 8 4
Nelson	13 5 11	26 13 2	1 14 8	6 2 5	104 7 11	152 4 1	..	6 19 2	..	205 7 11	10 14 7	223 1 8	109 17 0	97 0 0	431 6 0	..	..	..	1,013 8 9
Picton	33 3 2	267 9 11	140 4 0	0 17 1	9 13 8	451 7 10	..	..	..	262 3 0	6 14 10	268 17 10	*Cr.* 10 8 6	24 11 4	282 19 11	..	..	..	1,017 8 5
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	129 18 5	129 18 5
Totals	3,110 10 11	10,804 13 6	9,730 2 7	558 19 1	4,640 9 10	28,844 15 11	..	320 8 10	..	33,312 8 6	2,941 12 9	36,574 10 1	12,198 0 1	19,882 10 2	64,813 11 4	..	..	129 18 5	162,443 6 0
Grand Totals ..	482,694 4 2	137,105 12 9	109,878 10 11	6,030 4 4	4,640 9 10	740,349 2 0	320,908 8 0	369,832 16 10	17,407 2 6	223,647 4 6	2,941 12 9	934,737 4 7	89,904 16 2	136,062 15 4	889,990 10 2	35,872 9 10	77,588 17 0	6,376 15 3	2,910,882 10 4

J. Macdonald, Chief Accountant.

RETURN No. 4.

Classified Statement showing Revenue and Expenditure, and Proportion of each Class of Expenditure to Mileage and Revenue, for the Year ended 31st March, 1916.

Section.	Mileage. Length open for Traffic.	Mileage. Train-mileage.	Revenue. Total.	Revenue. Per Mile of Railway per Annum (Average).	Revenue. Per Train-mile.	Classified Expenditure. Maintenance of Way.	Locomotive Power.	Repairs to Carriages and Wagons.	Traffic Expenses.	Head Office.	Departmental Offices.	Total.
1915–16.	Miles.	Miles.	£ s. d.	£ s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Whangarei	74	129,211	51,149 17 5	691 4 3	7 11	10,210 0 10	9,624 6 9	2,961 2 1	7,910 14 11	405 0 8	1,178 17 11	32,290 3 2
Kaihu	20	15,380	5,884 2 6	294 4 1	7 7¾	2,146 17 11	1,379 13 8	512 0 6	1,450 4 8	46 12 10	34 8 2	5,569 17 9
Gisborne	44	55,233	28,777 16 10	654 0 10	10 5	6,150 8 4	7,322 1 5	1,143 9 10	3,218 2 10	225 15 4	168 5 1	18,228 2 10
North Island Main Lines and Branches	1,108	5,346,098	2,503,216 10 4	2,269 8 5	9 4¼	362,083 19 9	528,856 2 0	123,558 3 1	453,898 13 1	19,697 5 3	40,738 12 11	1,528,832 16 1
South Island Main Lines and Branches	1,404	3,305,847	1,618,740 3 8	1,152 19 0	9 9¼	306,670 8 7	338,564 3 10	76,306 10 4	360,308 18 5	12,832 11 2	28,227 15 3	1,122,910 7 7
Westland	157	257,337	162,735 9 2	1,036 10 7	12 7¼	31,148 6 4	24,051 0 3	7,601 18 8	29,304 4 8	1,300 14 11	4,024 18 9	97,431 3 7
Westport	36	98,378	108,452 5 1	3,012 11 3	22 0½	6,206 8 7	12,332 13 3	11,853 1 1	18,057 9 8	873 14 11	2,859 8 11	52,182 16 5
Nelson	61	79,314	33,932 13 5	556 5 5	8 6¾	7,836 8 6	5,505 4 3	1,067 14 5	9,490 17 5	270 4 2	198 2 5	24,368 11 2
Picton	56	69,724	28,224 1 4	557 12 4	8 1	7,896 3 2	7,101 19 2	963 11 6	6,351 4 6	220 10 7	158 7 7	22,691 16 6
Totals	2,960	9,356,522	4,541,112 19 9	1,539 11 0	9 8¼	740,349 2 0	934,737 4 7	225,967 11 6	889,990 10 2	35,872 9 10	77,588 17 0	2,904,505 15 1
Lake Wakatipu Steamers	..	..	7,242 14 9	..	..	..	..	..	..	..	..	6,376 15 3
			4,548,355 14 6									2,910,882 10 4
1914–15.												
Whangarei	74	130,396	49,232 13 10	679 8 8	7 6¾	9,963 19 9	8,913 17 9	2,827 8 5	7,798 3 6	515 3 11	1,177 13 5	31,196 6 9
Kaihu	20	15,772	5,575 9 3	286 4 1	7 1	2,187 10 1	1,360 10 9	369 12 6	1,162 19 4	57 7 0	309 14 6	5,447 14 2
Gisborne	44	46,401	22,857 5 2	620 6 10	9 10½	5,565 12 7	5,535 9 6	667 0 0	2,778 4 11	237 12 9	612 10 3	15,396 10 0
North Island Main Lines and Branches	1,101	5,369,691	2,166,669 2 7	1,972 9 2	8 0¾	359,053 18 6	542,748 7 9	126,631 2 1	443,341 5 4	22,769 2 6	40,593 7 5	1,535,137 3 7
South Island Main Lines and Branches	1,404	3,289,199	1,513,191 11 7	1,095 7 1	9 2½	305,828 2 1	343,536 8 3	77,006 7 5	351,128 8 9	16,065 8 10	27,654 5 11	1,121,219 1 3
Westland	157	262,277	161,075 7 4	1,047 12 11	12 3½	27,121 2 8	24,852 6 1	6,951 19 6	29,742 1 5	1,684 6 5	4,063 17 7	94,415 13 8
Westport	36	105,723	117,118 8 8	3,253 5 10	22 1¼	10,514 10 2	13,994 18 9	11,825 14 8	18,839 12 0	1,236 4 6	2,832 1 6	59,243 1 7
Nelson	61	81,050	31,477 12 8	516 0 6	7 9¼	8,333 4 9	5,545 5 2	924 5 4	9,044 13 6	326 18 6	1,037 16 10	25,212 4 1
Picton	48	82,911	31,408 7 8	654 6 10	7 7	9,981 12 3	8,380 11 4	941 14 0	6,556 2 4	328 6 2	913 6 9	27,101 12 10
Totals	2,945	9,383,420	4,098,605 18 9	1,409 13 11	8 8¾	738,549 12 10	954,867 15 4	228,145 3 11	870,391 11 1	43,220 10 7	79,194 14 2	2,914,369 7 11
Lake Wakatipu Steamers	..	..	6,851 1 11	..	..	..	..	..	..	..	..	6,085 9 8
			4,105,457 0 8									2,920,454 17 7

Proportion of each Class of Expenditure to Mileage and Revenue.

Section.	Maintenance. Per Cent. of Revenue.	Maintenance. Per Mile of Railway per Annum.	Maintenance. Per Train-mile.	Locomotive. Per Cent. of Revenue.	Locomotive. Per Mile of Railway per Annum.	Locomotive. Per Train-mile.	Carriages and Wagons. Per Cent. of Revenue.	Carriages and Wagons. Per Mile of Railway per Annum.	Carriages and Wagons. Per Train-mile.	Traffic. Per Cent. of Revenue.	Traffic. Per Mile of Railway per Annum.	Traffic. Per Train-mile.	Head Office. Per Cent. of Revenue.	Head Office. Per Mile of Railway per Annum.	Head Office. Per Train-mile.	Departmental Offices. Per Cent. of Revenue.	Departmental Offices. Per Mile of Railway per Annum.	Departmental Offices. Per Train-mile.	Total. Per Cent. of Revenue.	Total. Per Mile of Railway per Annum.	Total. Per Train-mile.
1915–16.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.
Whangarei	19·96	137·97	18·97	18·82	130·06	17·88	5·79	40·02	5·50	15·47	106·90	14·69	0·79	5·47	0·75	2·30	15·93	2·19	63·13	436·35	59·98
Kaihu	36·49	107·35	33·50	23·45	68·98	21·53	8·70	25·60	7·99	24·65	72·51	22·63	0·79	2·33	0·73	0·58	1·72	0·54	94·66	278·49	86·92
Gisborne	21·37	139·78	26·73	25·45	166·41	31·82	3·97	25·99	4·97	11·18	73·14	13·98	0·79	5·13	0·98	0·58	3·83	0·73	63·34	414·28	79·21
North Island Main Lines and Branches	14·46	328·27	16·25	21·13	479·46	23·74	4·93	112·02	5·55	18·13	411·50	20·38	0·79	17·86	0·88	1·63	36·93	1·83	61·07	1,386·04	68·63
South Island Main Lines and Branches	18·95	218·42	22·26	20·92	241·15	24·58	4·71	54·35	5·54	22·26	256·63	26·16	0·79	9·14	0·93	1·74	20·10	2·05	69·37	799·79	81·52
Westland	19·14	198·40	29·05	14·78	153·19	22·43	4·67	48·42	7·09	18·01	186·65	27·33	0·80	8·28	1·21	2·47	25·64	3·76	59·87	620·58	90·87
Westport	5·72	172·40	15·14	11·37	342·57	30·09	10·93	329·25	28·92	16·65	501·60	44·05	0·82	24·27	2·13	2·63	79·43	6·97	48·12	1,449·52	127·30
Nelson	23·09	128·46	23·71	16·22	90·25	16·66	3·15	17·50	3·23	27·97	155·59	28·72	0·80	4·43	0·82	0·58	3·25	0·60	71·81	399·48	73·74
Picton	27·98	156·00	27·18	25·16	140·31	24·45	3·42	19·04	3·32	22·50	125·48	21·86	0·78	4·36	0·76	0·56	3·13	0·54	80·40	448·32	78·11
Totals	16·30	251·00	18·99	20·58	316·90	23·98	4·98	76·61	5·79	19·60	301·73	22·83	0·79	12·16	0·92	1·71	26·30	1·99	63·96	984·70	74·50
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	88·04	..	..
																			64·00		
1914–15.																					
Whangarei	20·24	137·50	18·34	18·11	123·02	16·41	5·74	39·02	5·20	15·84	107·62	14·35	1·05	7·11	0·95	2·39	16·25	2·17	63·37	430·52	57·42
Kaihu	39·23	112·29	33·29	24·40	69·84	20·70	6·63	18·97	5·63	20·86	59·70	17·70	1·03	2·95	0·87	5·56	15·90	4·71	97·71	279·65	82·90
Gisborne	24·35	151·05	28·79	24·22	150·23	28·63	2·92	18·10	3·45	12·15	75·40	14·37	1·04	6·45	1·23	2·68	16·63	3·17	67·36	417·86	79·64
North Island Main Lines and Branches	16·57	326·87	16·05	25·05	494·10	24·26	5·85	115·28	5·66	20·46	403·60	19·81	1·05	20·73	1·02	1·87	36·95	1·81	70·85	1,397·53	68·61
South Island Main Lines and Branches	20·21	221·38	22·31	22·70	248·68	25·07	5·09	55·74	5·62	23·21	254·17	25·62	1·06	11·63	1·17	1·83	20·02	2·02	74·10	811·62	81·81
Westland	16·84	176·40	24·82	15·43	161·64	22·74	4·32	45·22	6·36	18·46	193·45	27·22	1·05	10·95	1·54	2·52	26·43	3·72	58·62	614·09	86·40
Westport	8·98	292·07	23·87	11·95	388·75	31·77	10·10	328·49	26·85	16·08	523·32	42·76	1·05	34·34	2·81	2·42	78·67	6·43	50·58	1,645·64	134·49
Nelson	26·47	136·61	24·68	17·62	90·91	16·42	2·94	15·15	2·74	28·73	148·27	26·78	1·04	5·36	0·97	3·30	17·02	3·07	80·10	413·32	74·66
Picton	31·78	207·95	28·89	26·68	174·59	24·26	3·00	19·62	2·73	20·87	136·59	18·98	1·05	6·84	0·95	2·91	19·03	2·64	86·29	564·62	78·45
Totals	17·99	254·02	18·89	23·26	328·42	24·42	5·56	78·47	5·84	21·20	299·37	22·26	1·05	14·86	1·10	1·93	27·24	2·03	70·99	1,002·38	74·54
Lake Wakatipu Steamers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	88·83	..	..
																			71·14		

J. Macdonald, Chief Accountant.

RETURN No. 5.

Comparative Statement of Passenger and Goods Traffic for the Year ended 31st March, 1916.

Sections.	Length Open for Traffic.	Passengers. First Class. Single.	First Class. Return.	Second Class. Single.	Second Class. Return.	Total.	Total Season Tickets.	Total Parcels, &c.	Live-stock, Goods, &c. Drays, &c.	Cattle.	Calves.	Sheep.	Pigs.	Total.
1915–16.	Miles.	Single.	Return.	Single.	Return.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Whangarei	74	17,354	7,650	80,144	86,520	191,668	1,744	13,250	39	3,645	182	18,297	420	22,583
Kaihu	20	741	1,546	13,826	18,082	34,195	63	8,198	22	25	..	336	30	413
Gisborne	44	8,172	5,916	40,106	43,770	97,964	148	10,623	31	719	86	163,577	220	164,633
North Island Main Lines and Branches	1,108	242,478	694,108	1,706,674	5,677,180	8,320,440	204,305	749,606	1,968	225,707	30,621	3,404,137	141,429	3,803,862
South Island Main Lines and Branches	1,404	169,309	617,002	834,994	3,202,202	4,823,507	114,403	642,942	1,238	99,208	6,176	3,456,716	39,753	3,603,091
Westland	157	13,484	26,484	101,485	230,558	372,011	7,232	33,605	37	3,450	192	28,595	7	32,281
Westport	36	383	1,886	25,134	61,808	89,211	1,086	7,510	16	31	11	2,468	..	2,526
Nelson	61	2,893	6,970	39,510	72,696	122,069	1,261	7,868	13	334	31	24,668	111	25,157
Picton	56	6,999	23,576	26,780	68,820	126,175	373	7,107	35	518	236	93,944	473	95,206
Lake Wakatipu Steamers	..	1,719	10,674	3,353	8,520	24,266	7	8,097	7	292	65	12,088	..	12,452
Totals	2,960	463,532	1,395,812	2,872,006	9,470,156	14,201,506	330,622	1,488,806	3,406	333,929	37,600	7,204,826	182,443	7,762,204
1914–15.														
Whangarei	74	16,776	9,576	72,258	82,986	181,596	898	12,905	21	2,967	368	11,338	307	15,001
Kaihu	20	649	1,604	13,990	18,222	34,465	8	7,951	13	38	21	36	..	108
Gisborne	44	8,342	6,146	34,793	41,836	91,117	129	8,297	46	514	56	138,246	481	139,343
North Island Main Lines and Branches	1,101	240,066	709,124	1,586,667	5,002,076	7,537,933	192,477	703,695	1,601	189,605	33,682	3,584,496	119,062	3,928,446
South Island Main Lines and Branches	1,404	175,181	699,660	851,791	3,217,734	4,944,366	100,547	688,913	1,295	76,183	6,098	3,036,355	42,461	3,162,392
Westland	157	14,181	29,836	111,592	240,814	396,423	6,249	34,062	44	3,114	192	25,425	80	28,855
Westport	36	475	2,326	26,279	65,512	94,592	894	7,613	19	44	74	3,536	120	3,793
Nelson	61	2,428	6,850	38,183	75,492	122,953	1,310	7,983	21	365	44	19,651	41	20,122
Picton	48	7,938	25,260	27,615	76,158	136,971	391	7,983	25	472	197	87,262	603	88,559
Lake Wakatipu Steamers	..	1,655	12,148	3,095	8,458	25,356	9	6,575	5	141	44	16,961	..	17,151
Totals	2,945	467,691	1,502,530	2,766,263	8,829,288	13,565,772	302,912	1,485,977	3,090	273,443	40,776	6,923,306	163,155	7,403,770

Sections.	Equivalent Tonnage for Live-stock, &c.	Chaff, Lime, &c.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals.	Total.	Gross Total Tonnage.
	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.	Tons c. q.
1915–16.										
Whangarei	1,992 6 0	2,472 0 0	..	1,818 0 0	41,617 2 0	5,235 11 0	8,896 7 0	117,680 17 0	177,719 17 0	179,712 3 0
Kaihu	33 19 0	744 0 0	64 12 0	132 0 0	9,430 0 0	957 12 0	2,143 11 0	985 6 0	14,457 1 0	14,491 0 0
Gisborne	6,811 1 0	1,014 0 0	2,480 16 0	2,498 0 0	14,163 16 0	4,656 6 0	3,757 16 0	26,136 9 0	54,707 3 0	61,518 4 0
North Island Main Lines and Branches	219,573 17 0	82,234 0 0	42,494 4 0	56,434 0 0	280,525 4 0	355,471 1 0	383,842 13 0	724,467 18 0	1,925,469 0 0	2,145,042 17 0
South Island Main Lines and Branches	173,855 14 0	181,400 0 0	105,330 12 0	27,350 0 0	159,279 0 0	663,128 18 0	455,013 18 0	744,122 11 0	2,335,624 19 0	2,509,480 13 0
Westland	2,322 3 0	3,070 0 0	278 12 0	6,858 0 0	113,379 4 0	9,332 4 0	17,652 10 0	504,737 19 0	655,308 9 0	657,630 12 0
Westport	117 12 0	1,950 0 0	2 4 0	4,684 0 0	1,551 16 0	3,028 6 0	3,724 17 0	692,000 4 0	706,941 7 0	707,058 19 0
Nelson	1,110 11 0	3,796 0 0	810 0 0	2,796 0 0	4,529 8 0	8,463 7 0	7,246 10 0	11,108 15 0	38,750 0 0	39,860 11 0
Picton	3,978 13 0	14,538 0 0	2,514 8 0	852 0 0	980 2 0	9,784 7 0	7,383 15 0	8,867 1 0	44,919 13 0	48,898 6 0
Lake Wakatipu Steamers	587 12 0	162 0 0	657 16 0	48 0 0	410 2 0	1,929 14 0	1,604 13 0	1,851 17 0	6,664 2 0	7,251 14 0
Totals	410,383 8 0	291,380 0 0	154,633 4 0	103,470 0 0	625,865 14 0	1,061,987 6 0	891,266 10 0	2,831,958 17 0	5,960,561 11 0	6,370,944 19 0
1914–15.										
Whangarei	1,483 17 0	1,086 0 0	..	2,712 0 0	43,980 16 0	5,137 6 0	8,489 13 0	130,550 1 0	191,955 16 0	193,439 13 0
Kaihu	21 13 0	42 0 0	57 12 0	300 0 0	11,478 8 0	700 7 0	1,581 7 0	960 15 0	15,120 9 0	15,142 2 0
Gisborne	5,746 4 0	1,782 0 0	2,407 4 0	2,910 0 0	9,255 6 0	3,663 1 0	2,897 3 0	15,797 3 0	38,711 17 0	44,458 1 0
North Island Main Lines and Branches	213,828 4 0	79,370 0 0	43,021 0 0	65,068 0 0	269,871 6 0	344,519 9 0	358,026 1 0	696,802 7 0	1,856,678 3 0	2,070,506 7 0
South Island Main Lines and Branches	149,499 7 0	105,386 0 0	112,480 0 0	29,434 0 0	166,774 4 0	708,875 15 0	449,503 8 0	797,539 18 0	2,369,993 5 0	2,519,492 12 0
Westland	2,089 17 0	1,828 0 0	307 0 0	7,612 0 0	113,561 12 0	10,316 16 0	18,369 11 0	523,197 3 0	675,192 2 0	677,281 19 0
Westport	174 1 0	856 0 0	0 16 0	5,814 0 0	1,664 2 0	2,976 9 0	3,909 9 0	798,830 5 0	814,051 1 0	814,225 2 0
Nelson	922 11 0	2,716 0 0	707 16 0	4,542 0 0	3,213 8 0	8,776 7 0	8,403 3 0	12,128 0 0	40,486 14 0	41,409 5 0
Picton	3,693 19 0	25,542 0 0	2,426 16 0	1,068 0 0	1,702 7 0	16,457 5 0	8,933 9 0	10,634 2 0	66,763 19 0	70,457 18 0
Lake Wakatipu Steamers	730 1 0	60 0 0	593 8 0	18 0 0	461 14 0	1,929 13 0	1,677 9 0	1,588 5 0	6,328 9 0	7,058 10 0
Totals	378,189 14 0	218,668 0 0	162,001 12 0	119,478 0 0	621,963 3 0	1,103,352 8 0	861,790 13 0	2,988,027 19 0	6,075,281 15 0	6,453,471 9 0

Sections.	Revenue. Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Coaching.	Goods.	Miscellaneous.	Rents and Commission.	Total Goods.	Grand Total Revenue.	Mileage. Train.	Shunting and Ballasting.	Total.
1915–16.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	No.	No.	No.
Whangarei	12,106 17 1	961 11 7	1,822 2 6	14,890 11 2	34,461 17 10	596 0 6	1,201 7 11	36,259 6 3	51,149 17 5	129,211	31,713	160,924
Kaihu	1,822 11 7	134 0 0	497 10 8	2,454 2 3	3,147 17 4	115 2 0	167 0 11	3,430 0 3	5,884 2 6	15,380	3,324	18,704
Gisborne	8,541 8 9	230 11 3	1,266 6 8	10,038 6 8	17,181 9 9	638 10 3	919 10 2	18,739 10 2	28,777 16 10	55,233	15,333	70,566
North Island Main Lines and Branches	980,774 14 7	100,587 11 8	134,105 16 7	1,215,468 2 10	1,206,644 16 4	37,652 14 11	43,450 16 3	1,287,748 7 6	2,503,216 10 4	5,346,098	1,648,187	6,994,285
South Island Main Lines and Branches	509,544 8 9	49,450 11 8	88,800 5 5	647,795 5 10	909,221 0 9	29,167 8 9	32,556 8 4	970,944 17 10	1,618,740 3 8	3,305,847	1,055,211	4,361,058
Westland	28,034 19 6	2,579 13 2	5,274 9 5	35,889 2 1	119,662 9 10	4,554 10 9	2,629 6 6	126,846 7 1	162,735 9 2	257,337	96,173	353,510
Westport	5,213 4 5	692 10 6	1,005 19 5	6,911 14 4	95,696 19 9	5,107 6 10	736 4 2	101,540 10 9	108,452 5 1	98,378	77,656	176,034
Nelson	8,430 9 6	942 7 11	1,629 19 4	11,002 16 9	19,611 15 5	2,016 10 1	1,301 11 2	22,929 16 8	33,932 13 5	79,314	14,311	93,625
Picton	8,799 18 10	416 14 1	1,406 5 5	10,622 18 4	15,006 4 7	1,541 14 2	1,053 4 3	17,601 3 0	28,224 1 4	69,724	33,387	103,111
Lake Wakatipu Steamers	3,110 16 9	326 16 6	895 19 9	4,333 13 0	2,858 2 9	1 15 0	49 4 0	2,909 1 9	7,242 14 9	..	..	..
Totals	1,566,379 9 9	156,322 8 4	236,704 15 2	1,959,406 13 3	2,423,492 14 4	81,391 13 3	84,064 13 8	2,588,949 1 3	4,548,355 14 6	9,356,522	2,975,295	12,331,817
1914–15.												
Whangarei	10,777 18 10	688 11 11	1,465 3 8	12,931 14 5	34,687 16 6	559 15 9	1,053 7 2	36,300 19 5	49,232 13 10	130,396	36,699	167,095
Kaihu	1,701 3 0	104 5 9	413 1 0	2,218 9 9	3,017 8 9	179 8 7	160 2 2	3,356 19 6	5,575 9 3	15,772	4,831	20,603
Gisborne	7,218 1 10	255 19 9	999 4 1	8,473 5 8	12,601 12 1	1,132 18 2	649 9 3	14,383 19 6	22,857 5 2	46,401	22,492	68,893
North Island Main Lines and Branches	791,727 15 9	99,758 14 8	126,108 16 6	1,017,595 6 11	1,086,357 3 10	22,586 7 4	40,130 4 6	1,149,073 15 8	2,166,669 2 7	5,369,691	1,740,988	7,110,679
South Island Main Lines and Branches	465,897 10 9	47,490 19 7	88,749 17 2	602,138 7 6	851,035 11 3	31,003 3 0	29,014 9 10	911,053 4 1	1,513,191 11 7	3,289,199	1,191,501	4,480,700
Westland	27,254 12 8	2,453 1 7	5,027 1 4	34,734 15 7	119,541 4 5	4,411 4 6	2,388 2 10	126,340 11 9	161,075 7 4	262,277	121,283	383,560
Westport	5,216 9 4	591 2 2	962 8 2	6,769 19 8	103,343 0 7	6,233 7 9	772 0 8	110,348 9 0	117,118 8 8	105,723	88,375	194,098
Nelson	7,722 13 9	929 0 11	1,591 9 7	10,243 4 3	18,333 16 0	1,643 12 3	1,257 0 2	21,234 8 5	31,477 12 8	81,050	15,083	96,133
Picton	8,776 9 1	446 15 7	1,373 6 6	10,596 11 2	17,887 4 6	1,890 3 9	1,034 8 3	20,811 16 6	31,408 7 8	82,911	41,915	124,826
Lake Wakatipu Steamers	2,939 16 0	431 0 0	831 0 7	4,201 16 7	2,593 16 9	5 17 10	49 10 9	2,649 5 4	6,851 1 11	..	..	..
Totals	1,329,232 11 0	153,149 11 11	227,521 8 7	1,709,903 11 6	2,249,398 14 8	69,645 18 11	76,508 15 7	2,395,553 9 2	4,105,457 0 8	9,383,420	3,263,167	12,646,587

J. Macdonald, Chief Accountant.

RETURN No. 6.

ESTIMATED AMOUNT OF EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1916; NET REVENUE, AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Cost of Construction.		Net Revenue.	Rate of Interest earned.
	Opened Lines.	Unopened Lines.		
	£	£	£	£ s. d.
Whangarei	760,095	..	18,860	2 9 8
"	..	124,909	..	..
Kaihu	99,962	..	314	0 6 3
"	..	17,194	..	..
Tauranga	..	..	..	..
"	..	255,719	..	..
Gisborne	585,768	..	10,550	1 16 0
"	..	231,245	..	..
North Island Main Lines and Branches	15,049,532	..	974,384	6 10 2
" "	..	821,396	..	..
South Island Main Lines and Branches.. ..	14,431,457	..	495,830	3 8 9
Westland " "	..	122,625	..	..
"	2,054,716	..	65,304	3 3 7
Westport	..	588,288	..	..
"	592,089	..	56,269	9 10 1
Nelson	..	95,672	..	..
"	542,171	..	9,564	1 15 3
Picton	..	35,189	..	..
"	672,439	..	5,532	0 17 11
Lake Wakatipu steamer service	..	14,981	..	..
In suspense—	43,708	..	866	1 19 8
Surveys, North Island	..	35,701	..	..
Miscellaneous, North Island	..	5,169	..	..
Surveys, South Island	..	5,752	..	..
Miscellaneous, South Island	..	5,168	..	..
P.W.D. stock of permanent-way	..	118,190	..	..
W.R.D. stock of A.O.L. stores	25,945	..	..	..
	£34,857,882	.. £2,477,198	£1,637,473	£4 14 4
Total cost of opened and unopened lines at 31st March, 1916	£37,335,080		£1,637,473	£4 7 9

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last mentioned being furnished by the respective Boards. The rate of interest earned has been computed on cost proportionately to the time during which lines taken over by the Working Railways Department within the financial year were earning revenue, thus:—

North Island Main Lines and Branches—
Huntly-Pukemiro ... ... Opened for traffic, 20th December, 1915.
Picton Section—
Ward-Wharanui ... ... Opened for traffic, 4th December, 1915.

J. MACDONALD, Chief Accountant.

RETURN No. 7.

EXPENDITURE UNDER VOTE FOR ADDITIONS TO OPEN LINES, CHARGED TO CAPITAL ACCOUNT, FOR THE YEAR ENDED 31ST MARCH, 1916.

—	Amount.	Total.
	£ s. d.	£ s. d.
Material on hand at 31st March, 1915	13,688 18 10	
Expenditure charged to Vote 91 by Treasury..	402,251 14 11	
	415,940 13 9	
Less material on hand at 31st March, 1916	25,945 5 6	
		389,995 8 3
Expenditure on works, &c.—		
Way and Works Branch	65,443 18 5	
Locomotive Branch	324,551 9 10	
		389,995 8 3

WAY AND WORKS BRANCH: PARTICULARS OF WORKS, ETC.

Railway.	Work, &c.	Amount.	Total.
		£ s. d.	£ s. d.
Whangarei	Additions to station buildings	43 7 10	
	Telegraph and telephone facilities	45 4 6	
			88 12 4
Gisborne	Road approach, loading-bank, &c.	112 10 0	
			112 10 0
North Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	6,208 13 10	
	Additions to station buildings, extension of station-yards, and other facilities	15,113 12 0	
	Additional works, water-services, &c., for Locomotive Branch	1,262 6 2	
	Additional dwellings	7,608 15 10	
	Purchase of land	3,650 19 9	
	Bridge-work and subways	603 5 7	
	Cranes, weighbridges, turntables, &c.	373 15 2	
	Additions to workshops	5,387 3 2	
	Engine-depot	162 17 5	
	Parnell Tunnel duplication	6,067 5 3	
	Dredging and breastwork, Helensville Wharf	907 11 9	
	Fencing	609 2 11	
	Tablet-installation..	2,049 6 6	
	Telegraph and telephone facilities	422 19 3	
	Interlocking points at crossing-stations	301 3 9	
	Special locking at tablet switch-out stations	165 19 5	
		50,894 17 9	
	Less reduction of capital cost, Kakahi Sawmill ..	4,172 0 0	
			46,722 17 9
South Island Main Lines and Branches	Sidings, loading-banks, stockyards, crossings, &c. ..	1,961 16 4	
	Additions to station buildings, extension of station-yards, and other facilities	4,599 14 5	
	Additional works, water-services, &c., for Locomotive Branch	272 11 5	
	Additional dwellings	791 14 11	
	Purchase of land	550 15 11	
	Additions to workshops	188 13 4	
	Engine-depot	5,193 14 7	
	Widening George Street, Pier – Port Chalmers ..	1,061 12 10	
	Flood-protection	200 0 0	
	Tablet-installation..	530 1 0	
	Telegraph and telephone facilities	1,615 14 10	
	Interlocking points at crossing-stations	186 2 0	
	Special locking at tablet switch-out stations	34 11 6	
			17,187 3 1
Lake Wakatipu ..	Slipway, Queenstown	47 1 0	
			47 1 0
Westland	Siding additions	294 9 0	
	Additions to dwellings and station buildings	250 15 0	
	Office for Locomotive Engineer	284 12 11	
	Tablet-installation..	6 15 11	
			836 12 10
Nelson	Stockyards	10 4 8	
	Water-services for Locomotive Branch	293 3 1	
	Additions to dwellings	85 8 4	
	Tablet-installation..	1 6 6	
			390 2 7
Picton	Water-services for Locomotive Branch	58 18 10	
			58 18 10
			£65,443 18 5

RETURN No. 7—*continued.*

LOCOMOTIVE BRANCH: PARTICULARS OF ROLLING-STOCK, ETC.

Description of Stock ordered.	Order.	Number Incomplete on March 31, 1915.	Number Complete on 31st March, 1916.	Number Incomplete on 31st March, 1916.	Expenditure in Year ended 31st March, 1916.
					£ s. d.
Wagons, four-wheel, 1910–1911 programme ..	M—8	..	..	..	*Cr.* 402 12 8
Locomotives, Class WG (fourth lot)	U—8	..	..	..	*Cr.*2,622 15 1
Locomotives, Class X..	V—8	..	..	..	253 16 2
Wagons, four-wheel, 1912–1913 programme ..	E—9	110	110	..	5,393 12 2
Fitting locomotives, cars, and brake-vans with steam-heating gear	M—9	..	..	..	357 19 6
Carriages, Class A, 1913–1914 programme ..	N—9	4	4	..	777 14 2
Wagons, bogie, 1913–1914 programme	P—9	..	..	..	87 14 9
Wagons, four-wheel, 1913–1914 programme ..	Q—9	180	180	..	11,317 1 0
Fitting Whangarei rolling-stock with Westinghouse brake	T—9	..	..	..	1,024 10 7
Locomotives, Class Ww (fifth lot)	V—9	9*	9	..	9,467 18 2
Locomotives, Class BB (Price's contract) ..	W—9	28†	12	16	38,416 4 9
Carriages, Class A, 1914–1915 programme ..	X—9	21	21	..	11,677 3 0
Brake-vans, Class F, 1914–1915 programme ..	Y—9	13	13	..	4,359 5 11
Wagons, bogie, 1914–1915 programme	Z—9	27	27	..	7,170 9 9
Wagons, four-wheel, 1914–1915 programme ..	A—10	210	160	50	14,953 18 3
Carriages, Class A, 1915–1916 programme ..	B—10	50	28	22	31,596 17 2
Brake-vans, Class F, 1915–16 programme ..	C—10	15	15	..	5,847 12 5
Wagons, bogie, 1915–1916 programme	D—10	160‡	55	105	35,403 18 0
Wagons, four-wheel, 1915–1916 programme ..	E—10	780§	187	593	51,938 1 0
Locomotives, Class AB	F—10	10	4	6	25,771 9 5
Fitting sleeping-cars with electric light	G—10	..	..	..	741 13 6
Locomotives, Class Ww (sixth lot)	H—10	10	..	10	13,477 2 0
Carriages, Classes A and AA, 1916–1917 programme	I—10	13	..	13	2,210 1 3
Brake-vans, Class F, 1916–1917 programme ..	J—10	3	..	3	270 4 2
Wagons, bogie, 1916–1917 programme	K—10	43	..	43	4,448 12 4
Wagons, four-wheel, 1916–1917 programme ..	L—10	16	16	..	2,307 9 6
"Thomas" transmission car	M—10	1	..	1	3,538 10 11
Locomotives, Class AB (second lot)	N—10	10	..	10	787 5 1
Locomotives, Class AA (Baldwin contract) ..	O—10	10	10	..	34,654 0 8
Wagons, Class V, bought from Nelson Bros. ..	P—10	8	8	..	1,500 0 0
Locomotives, Class Ww (seventh lot)	Q—10	10	..	10	..
Workshop machinery..	..	..	..	..	7,826 12 0
Total	..	..	..	..	£324,551 9 10
Total locomotives	..	87	35	52	..
,, carriages	..	89	53	36	..
,, brake-vans..	..	31	28	3	..
,, wagons, bogie	..	238	90	148	..
,, wagons, four-wheel	..	1,296	653	643	..

* Order reduced by 1. † Order increased by 10. ‡ Order increased by 85. § Order increased by 12.

THE HUTT RAILWAY AND ROAD IMPROVEMENT ACTS, 1903 AND 1905, FOR THE YEAR ENDED 31ST MARCH, 1916.

	£ s. d.
New Hutt Road (including land for same)	142 6 0

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENTS AUTHORIZATION ACT, 1904, CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1916.

	£ s. d.
Dunedin–Mosgiel: Duplication and deviation of line	*Net Cr.* 329 16 2

EXPENDITURE UNDER THE RAILWAYS IMPROVEMENTS AUTHORIZATION ACT, 1914, CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1916.

	£ s. d.
New stations and station-yards, goods-sheds, and terminal facilities at Auckland, Hastings, and Wellington	64,595 14 2
Duplications— Horotiu – Frankton Junction; Newmarket – New Lynn	2,085 2 7
Grade easements— Penrose–Mercer; Palmerston North – Marton	37,288 12 10
New engine-depot and approach-lines, Auckland	12,017 12 3
New line—Auckland–Westfield	820 18 7
Signalling, interlocking, and safety appliances	21,690 18 11
Bridge-strengthening, Waiteti Viaduct	1,254 8 4
Cost of raising loan	0 17 6
	£139,754 5 2

J. MACDONALD, Chief Accountant.

RETURN No. 8.

STATEMENT SHOWING CLASSIFICATION OF EXPENDITURE ON MAINTENANCE OF WAY AND WORKS FOR THE YEAR ENDED 31ST MARCH, 1916.

Classification of Work.	Sections.									Totals.
	Whangarei.	Kaihu.	Gisborne.	North Island Main Lines and Branches.	South Island Main Lines and Branches.	Westland.	Westport.	Nelson.	Picton.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Track-surfacing	5,631 19 8	1,114 13 10	3,673 2 0	119,391 3 2	119,503 0 8	13,433 14 8	3,222 19 11	4,051 4 3	3,793 16 8	273,815 14 10
Track-renewals	751 8 5	292 17 0	129 10 1	66,891 4 3	58,744 6 1	4,766 9 3	*Cr.* 620 7 7	524 8 6	1,155 15 10	132,635 11 10
Ballasting	463 7 3	35 14 1	405 14 1	28,750 7 7	14,297 19 1	1,582 4 5	566 0 2	100 9 5	462 0 10	46,663 16 11
Banks, cuttings, ditches, tunnels ..	490 3 8	23 19 7	254 12 5	16,218 6 2	8,613 4 10	3,093 17 2	245 13 0	233 12 8	405 11 1	29,579 0 7
Bridges, culverts, drains	934 18 2	155 8 5	282 15 3	33,287 13 7	21,302 9 4	2,019 10 6	318 19 0	619 5 6	1,117 10 4	60,038 10 1
Fences, gates, cattle-stops, hedges ..	368 1 1	30 8 3	113 2 2	11,164 3 10	9,593 3 8	832 3 7	108 15 7	582 11 5	230 4 11	23,022 14 6
Roads, approaches, &c.	66 1 2	4 12 7	102 14 6	6,945 17 3	2,413 12 1	109 12 7	112 14 2	105 10 4	11 13 10	9,872 8 6
Water-services, signals, cranes, appliances	445 16 4	31 16 7	291 16 4	22,728 11 4	14,240 6 8	890 4 7	579 7 10	147 0 8	339 12 11	39,694 13 3
Wharves	216 16 0	34 10 6	..	457 19 4	1,702 11 8	976 10 3	508 14 8	553 17 8	26 6 4	4,477 6 5
Buildings	729 15 3	416 13 10	753 5 3	48,735 9 8	53,807 7 8	3,189 6 11	1,128 1 2	781 11 6	336 19 8	109,878 10 11
Miscellaneous	47 9 2	4 6 0	56 11 10	4,312 16 6	1,497 10 8	72 4 5	..	32 8 8	6 17 1	6,030 4 4
General charges	64 4 8	1 17 3	87 4 5	3,200 7 1	954 16 2	182 8 0	35 10 8	104 7 11	9 13 8	4,640 9 10
Totals	10,210 0 10	2,146 17 11	6,150 8 4	362,083 19 9	306,670 8 7	31,148 6 4	6,206 8 7	7,836 8 6	7,896 3 2	740,349 2 0
Rate per average mile opened	137 19 5	107 7 0	139 15 7	328 5 5	218 8 5	198 8 0	172 8 0	128 9 2	156 0 0	251 0 0

J. MACDONALD, Chief Accountant.

RETURN No. 9.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEAR ENDED 31ST MARCH, 1916.

Description of Tickets.	Number.	Amount. £	s.	d.
Travellers' Annual, all lines	4	291	17	6
Travellers' Annual, North Island	48	2,593	18	2
Travellers' Annual, South Island	41	2,166	8	0
Reporters' Annual	78	823	3	4
Sectional Annual, North Island	431	14,038	18	3
Sectional Annual, South Island	327	10,430	13	3
Tourists', all lines	704	8,350	15	0
Tourists', North Island	4,165	28,577	5	0
Tourists', South Island	260	1,838	0	0
Fifty-trip commutation (ordinary)	3,122	2,693	3	2
Fifty-trip commutation (family)	1,823	2,924	16	2
School	31,453	18,072	1	4
Twenty-trip commutation	1,447	1,060	14	2
Twelve-trip workmen's	72,054	10,700	0	10
Weekly workmen's	192,339	19,601	0	9
All other season	22,326	32,159	13	5
Totals	330,622	156,322	8	4

J. MACDONALD, Chief Accountant.

RETURN No. 10.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1915–16 AND 1914–15.

Department.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Stores.	Total.
1915–16.											
General	4	1	3	351	128	23	5	5	3	170	693
Traffic	41	6	16	2,610	2,071	134	83	50	30	..	5,041
Maintenance	59	11	34	2,124	1,425	147	36	43	52	..	3,931
Locomotive	47	6	18	2,707	2,211	151	120	21	22	..	5,303
Totals..	151	24	71	7,792	5,835	455	244	119	107	170	14,968
1914–15.											
General	..	..	..	..	..	..	..	..	..	..	632
Traffic	40	6	17	2,467	1,929	135	81	48	30	..	4,753
Maintenance	72	12	34	2,169	1,484	151	50	42	51	..	4,065
Locomotive	38	7	18	2,678	2,120	139	115	23	26	..	5,164
Totals..	150	25	69	7,314	5,533	425	246	113	107	..	14,614

RETURN No. 11.

STATEMENT SHOWING NUMBER OF PASSENGER TICKETS ISSUED AT CHEAP EXCURSION RATES FOR YEAR ENDED 31ST MARCH, 1916.

Sections.	Schools, Factories, and Friendly Societies.					Holiday Excursions.				Gross Total—School and Holiday Excursions.	
	Schools, Factories, and Friendly Soc's. — Children not exceeding 15 Years of Age.	Schools only. — Senior Scholars over 15 but not exceeding 23 Years of Age, and Teachers.	Schools, Factories, and Friendly Societies. — Adults.	Total.	Revenue.	1st Class.	2nd Class.	Total.	Revenue.	Number of Tickets.	Revenue.
	No.	No.	No.	No.	£ s. d.	No.	No.	No.	£ s. d.		£ s. d.
Whangarei	179	76	52	307	19 2 0	494	4,467	4,961	978 6 8	5,268	997 8 8
Kaihu	681	...	768	1,449	84 0 0	...	...	...	...	1,449	84 0 0
Auckland	2,573	724	1,353	4,650	309 11 4	7,949	175,666	183,615	46,257 8 2	188,265	46,566 19 6
Ohakune	860	162	434	1,456	75 8 1	1,767	22,984	24,751	12,768 19 10	26,207	12,844 7 11
Gisborne	586	16	120	722	27 4 0	330	5,899	6,229	680 3 7	6,951	707 7 7
Wanganui	5,087	1,605	4,160	10,852	729 5 3	9,712	84,255	93,967	33,429 2 9	104,819	34,158 8 0
Wellington	8,154	1,379	4,352	13,885	710 13 2	55,698	127,748	183,446	49,806 12 8	197,331	50,517 5 10
Picton	949	112	490	1,551	67 9 0	1,278	6,517	7,795	891 11 3	9,346	959 0 3
Nelson	887	279	229	1,395	64 6 3	1,474	5,763	7,237	924 9 1	8,632	988 15 4
Westport	106	23	74	203	8 6 9	36	2,273	2,309	282 9 1	2,512	290 15 10
Westland	3,318	304	3,548	7,170	465 15 5	3,019	22,212	25,231	5,140 5 4	32,401	5,606 0 9
Christchurch	9,639	1,731	9,809	21,179	1,584 1 1	25,074	130,469	155,543	47,589 12 3	176,722	49,173 13 4
Dunedin	4,123	831	4,793	9,747	751 14 3	22,143	105,451	127,594	43,974 18 11	137,341	44,726 13 2
Invercargill	5,896	956	5,909	12,761	1,176 2 2	7,427	69,986	77,413	26,373 16 5	90,174	27,549 18 7
Totals 1916 ...	43,038	8,198	36,091	87,327	6,072 18 9	136,401	763,690	900,091	269,097 16 0	987,418	275,170 14 9
Totals 1915 ...	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3
Decrease ...	4,808	...	12,106	16,690	1,846 3 0	7,859	18,665	26,524	...	43,214	...
Increase ...		224	...	...	...	...	...	...	9,550 5 6	...	7,704 2 6
Total, year ending—											
31st March, 1896 ...	63,598	5,949	38,467	108,014	7,246 5 9	50,511	239,164	289,675	50,232 12 11	397,689	57,478 18 8
31st March, 1897 ...	44,610	5,993	33,925	84,528	5,616 2 8	58,464	313,724	372,188	63,439 0 0	456,716	69,055 2 8
31st March, 1898 ...	39,963	5,398	35,064	80,425	5,569 18 1	66,012	383,569	449,581	80,822 8 1	530,006	86,392 6 2
31st March, 1899 ...	45,748	6,192	39,955	91,895	6,215 11 8	70,531	411,747	482,278	84,794 15 6	574,173	91,010 7 2
31st March, 1900 ...	37,839	5,616	31,164	74,619	4,752 3 10	81,528	501,176	582,704	96,154 7 5	657,323	100,906 11 3
31st March, 1901 ...	38,864	5,602	34,550	79,016	5,234 16 8	87,544	541,624	629,168	102,932 10 9	708,184	108,167 7 5
31st March, 1902 ...	42,506	5,736	37,708	85,950	5,466 16 9	95,628	588,813	684,441	136,813 0 1	770,391	142,279 16 10
31st March, 1903 ...	41,540	6,048	41,555	89,143	6,050 11 3	84,448	517,566	602,014	103,279 8 6	691,157	109,329 19 9
31st March, 1904 ...	50,364	6,975	54,344	111,683	7,424 19 7	100,417	594,967	695,384	125,624 4 0	807,067	133,049 3 7
31st March, 1905 ...	52,742	7,359	53,558	113,659	7,490 16 0	100,968	592,485	693,453	130,068 16 9	807,112	137,559 12 9
31st March, 1906 ...	55,478	7,715	57,027	120,220	7,882 16 1	110,823	626,852	737,675	140,939 16 3	857,895	148,822 12 4
31st March, 1907 ...	48,044	7,837	39,783	95,664	6,514 18 4	125,280	731,132	856,412	194,185 2 9	952,076	200,700 1 1
31st March, 1908 ...	51,031	8,163	53,886	113,080	7,604 10 4	113,617	618,518	732,135	141,519 16 11	845,215	149,124 7 3
31st March, 1909 ...	55,199	9,266	52,579	117,044	7,641 5 10	122,312	667,867	790,179	166,471 6 3	907,223	174,112 12 1
31st March, 1910 ...	53,917	7,811	53,677	115,405	7,964 15 7	128,277	735,561	863,838	211,133 6 10	979,243	219,098 2 5
31st March, 1911 ...	66,381	10,799	66,695	143,875	9,488 14 7	107,208	576,251	683,459	155,444 10 11	827,334	164,933 5 6
31st March, 1912 ...	62,289	8,924	63,612	134,825	9,702 15 3	135,590	704,883	840,473	206,472 13 1	975,298	216,175 8 4
31st March, 1913 ...	63,040	9,723	61,134	133,897	9,509 8 7	159,730	804,965	964,695	271,611 17 7	1,098,592	281,121 6 2
31st March, 1914 ...	111,029	18,246	59,712	188,987	13,235 8 4	131,416	683,851	815,267	210,109 0 9	1,004,254	223,344 9 1
31st March, 1915 ...	47,846	7,974	48,197	104,017	7,919 1 9	144,260	782,355	926,615	259,547 10 6	1,030,632	267,466 12 3
31st March, 1916 ...	43,038	8,198	36,091	87,327	6,072 18 9	136,401	763,690	900,091	269,097 16 0	987,418	275,170 14 9

RETURN No. 12.

Statement of Revenue for each Station for the Year ended 31st March, 1916.

Stations.	OUTWARD.																											INWARD.													Stations.
	Number of Tickets.																																								
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Hundreds of Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.	Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Firewood.	Timber, Hundreds of Superficial Feet.	Grain.	Merchandise.	Minerals.	
North Island Main Lines and Branches—																	Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.											Ts. c.	Ts. c.	Ts. c.	North Island Main Lines & Branches—
Auckland (Passenger) ..	26,391	25,450	160,608	250,161	462,610	14,587	..	..	..	..	..	..	..	..	..	..	..	..	..	148,912 4 0	18,672 16 3	..	..	..	534 10 11	245 18 10	168,365 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	Auckland (Pass.).
,, (Parcels) ..	..	..	..	..	..	..	69,998	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8,614 12 5	4,822 1 9	..	23 1 8	..	13,459 15 10	35,436	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
,, (Goods) ..	..	..	..	..	..	..	..	494	641⅓	517	5	142	3,787	..	27⅓	25,464	73,218 3	62,660 19	55,403 4	..	..	..	..	152,578 15 5	1,253 10 9	2,047 14 8	155,880 0 10	..	101	1,514	584	44	1,298	430	21,184	196⅔	80,991	31,527 16	33,494 3	87,917 1	,, (Goods).
Newmarket ..	3,031	5,244	25,237	61,169	94,681	5,938	3,228	20	11	13	..	..	1	3	2	3,267	208 17	3,873 7	300 0	7,614 10 6	1,127 5 2	309 17 0	107 4 4	6,000 1 3	67 6 6	1,151 2 3	16,377 7 0	7,246	11	149	5	..	..	..	4	159⅓	61,234	1,393 1	1,251 15	14,012 0	Newmarket.
Mount Eden ..	787	1,728	20,400	51,332	74,247	3,439	1,177	1	72	177	..	190	..	..	7	4,352	334 1	1,208 18	10,014 9	3,587 14 3	851 1 3	59 7 9	31 0 10	4,367 14 10	42 9 10	407 19 0	9,347 7 9	2,492	1	216	2,050	7	1,876	..	..	125	30,302	774 5	6,051 7	25,108 1	Mount Eden.
Avondale ..	548	1,228	31,323	112,123	145,222	27,160	1,573	7	1	221	653	2,120	41	10	2	136	1,074 4	525 17	37,864 1	5,594 8 8	3,512 9 5	109 18 1	11 13 1	5,751 0 2	5 11 9	43 12 6	15,028 13 8	1,264	3	297⅓	643	4	39	70	..	29	2,118	1,211 0	377 3	6,265 7	Avondale.
Henderson ..	335	623	11,750	43,036	55,744	5,551	9,829	10	32	828	123	4,771	175	313	165	6,914	1,669 0	658 9	749 3	3,312 11 11	963 8 0	478 19 3	10 13 10	2,166 2 3	4 4 11	37 10 2	6,973 10 4	19,272	1	114	376	89	1,659	25	28	43⅓	5,377	1,779 5	1,014 12	13,127 4	Henderson.
Helensville ..	2,885	2,336	18,420	25,594	49,235	529	22,565	7	25	6,023	609	25,854	1,898	4,533	47⅓	30,755	2,022 5	2,894 12	219 19	6,421 13 0	451 0 10	1,429 7 10	30 15 8	9,080 9 10	86 16 3	157 17 1	17,658 0 6	11,521	83	109⅓	1,104	774	9,135	90	..	27	3,754	6,244 0	7,163 5	6,174 6	Helensville.
Wellsford ..	463	228	4,373	5,047	10,111	77	3,711	8	7	5,953	113	14,540	53	448	8	351	942 19	136 2	30 4	2,224 5 6	40 1 8	167 13 8	7 12 10	3,155 1 1	17 7 2	11 4 8	5,623 6 7	4,532	14	26	1,371	1,339	7,425	2	..	..	844	1,477 17	825 16	1,215 11	Wellsford.
Ranganui ..	311	146	1,644	970	3,071	..	565	3	..	421	18	2,217	655	147	..	24	232 11	126 17	..	1,292 2 7	..	33 16 11	6 0 3	693 5 2	1,255 7 7	1 10 0	3,282 2 6	1,522	11	38	697	1,340	10,889	..	..	..	357	1,182 0	706 5	1,355 8	Ranganui.
Remuera ..	1,070	1,896	4,164	10,473	17,603	2,237	303	4	1	1,145	119	1,971	12	..	..	682	..	43 18	117 11	578 11 2	852 11 6	103 13 7	3 14 9	544 7 5	4 17 1	119 5 0	2,207 0 6	668	2	10	1,270	30	872	61	..	4	4,988	14 6	57 5	2,088 4	Remuera.
Green Lane ..	2,161	6,442	14,456	47,681	70,740	7,218	293	1	..	..	..	..	..	..	..	99	0 16	46 15	..	2,015 0 4	1,530 13 9	13 16 9	6 18 5	112 17 2	1 1 11	1 10 0	3,681 18 4	750	1	10	6	3	..	..	..	23	814	16 19	34 12	2,933 19	Green Lane.
Ellerslie ..	1,392	4,852	16,456	45,388	68,088	8,966	798	3	4	7	1	..	..	..	..	44	15 14	41 2	6 10	2,366 19 9	1,815 15 3	863 17 2	5 7 11	63 18 7	2 17 8	60 7 8	5,179 4 0	394	..	54	10	..	1,498	..	..	6	1,007	348 15	127 10	1,520 5	Ellerslie.
Penrose Junction ..	412	1,289	7,684	17,320	26,705	2,025	1,140	..	4	473	269	8,928	592	1,697	..	13	8,839 12	26,473 16	7,576 8	1,167 16 1	378 5 4	69 0 11	11 9 11	9,687 3 8	4 10 0	4 10 0	11,322 15 11	411	1	78	38,519	2,438	166,370	6,400	11	5	4,638	3,752 11	266 2	12,902 8	Penrose Junction.
Onehunga Town ..	1,377	800	13,794	13,698	29,669	4,787	1,045	6	5	6	2	..	..	2	..	527	421 18	421 14	1,403 13	1,706 19 11	1,091 1 10	81 2 1	15 13 0	946 14 10	9 6 7	67 10 0	3,918 8 3	1,013	2	85	147	1	6	..	130	47	21,649	937 17	853 15	5,403 3	Onehunga Town.
,, Wharf ..	..	..	..	..	..	..	180	5	715	16	26	..	428	..	7	10,174	5,020 19	2,711 4	16,395 7	..	..	25 17 3	1 17 5	6,968 3 1	361 9 11	..	7,357 7 8	1,822	6	95⅔	29	85	392	..	..	7	9,072	9,363 1	12,692 9	10,285 19	,, Wharf.
Otahuhu ..	730	2,492	13,186	58,123	74,531	6,679	2,098	10	13	1,727	535	17,856	7,648	..	..	..	17,687 16	228 17	1,055 19	4,485 6 8	1,117 6 1	153 0 11	28 3 1	11,471 18 11	5 15 3	7 15 0	17,269 5 11	1,395	3	97⅓	5,641	199	49,883	6,680	..	38	5,891	5,407 2	3,669 4	36,491 11	Otahuhu.
Papatoetoe ..	293	1,348	5,452	25,507	32,600	2,033	10,453	10	122	375	95	1,094	21	134	4	153	220 7	274 12	23 14	2,076 10 1	631 5 9	859 3 11	13 11 8	542 1 4	6 2 9	3 10 0	4,132 5 6	1,790	12	77⅔	2,315	94	6,512	..	..	37	6,452	1,077 10	640 9	3,138 18	Papatoetoe.
Papakura ..	344	1,318	8,430	40,530	50,622	2,032	7,823	18	77	688	784	8,653	733	152	27	301	128 7	375 17	24 18	4,417 0 7	549 14 2	775 1 10	28 14 3	853 15 3	4 4 8	7 16 10	6,636 7 7	2,795	20	87⅔	535	191	7,403	11	..	4	5,535	3,151 7	1,355 1	2,292 1	Papakura.
Drury ..	199	228	4,535	10,476	15,438	176	5,142	8	139	175	585	9,528	683	124	66	13	623 7	258 11	632 16	1,571 6 11	128 19 1	392 2 2	10 12 8	942 4 1	8 15 8	19 18 0	3,073 18 7	1,186	6	32	280	20	2,698	16	..	9	1,992	678 10	324 12	939 1	Drury.
Pukekohe ..	1,270	1,368	14,307	19,225	36,170	279	13,486	24	229⅔	5,653	1,809	10,312	2,997	102	2	574	8,276 15	873 11	88 1	6,504 18 6	155 10 9	606 2 0	68 0 6	6,935 19 1	30 15 1	474 16 0	14,776 1 11	20,970	42	20	1,841	300	10,607	459	..	39	10,918	6,297 6	3,203 13	10,416 6	Pukekohe.
Tuakau ..	453	350	5,616	8,509	14,928	284	9,841	10	54	2,069	184	24,646	1,372	961	..	27	709 10	384 15	0 2	2,354 11 5	148 9 9	540 7 11	16 13 7	1,891 4 3	28 18 11	63 15 0	5,044 0 10	2,618	25	32	739	41	9,765	177	..	10	2,261	2,362 5	1,242 13	1,316 9	Tuakau.
Pokeno ..	107	137	2,860	4,623	7,727	117	8,406	7	28	1,009	103	6,403	868	95	..	33	261 3	97 7	31 12	1,072 8 2	72 0 2	324 2 8	7 15 10	559 9 4	15 6 8	..	2,051 2 10	1,265	17	60	887	32	2,208	228	..	13	1,220	889 16	425 15	697 5	Pokeno.
Mercer ..	628	555	9,092	8,125	18,400	135	5,677	14	48	2,985	167	10,867	3,145	2,079	86	16,867	2,484 5	981 4	4,872 7	3,323 16 10	72 2 0	368 7 0	24 14 7	6,388 0 9	21 2 10	500 19 0	10,699 3 0	24,811	14	38	1,192	280	10,462	413	..	32	7,211	1,607 6	1,571 1	4,633 2	Mercer.
Huntly ..	664	591	12,314	11,023	24,592	49	16,252	10	38	856	146	8,618	170	135	40	227	330 19	898 19	200,609 11	4,843 8 10	48 18 4	734 19 5	34 14 9	72,542 8 2	929 0 8	104 6 0	79,237 16 2	5,598	42	45	1,711	892	5,495	171	..	84⅔	5,712	3,652 8	2,967 14	4,700 1	Huntly.
Taupiri ..	154	166	2,883	3,598	6,801	24	7,049	7	49	2,391	244	5,044	1,535	243	74	24,202	326 5	136 11	265 8	1,080 4 4	30 2 1	270 14 5	6 18 2	3,039 7 4	9 4 0	1 5 0	4,437 15 4	1,711	11	7	1,040	251	1,679	27	..	12	1,759	1,479 10	660 4	551 17	Taupiri.
Ngaruawahia ..	944	692	13,396	7,238	22,270	327	3,512	13	43	2,100	150	27,218	3,238	1,128	57	178	2,609 8	1,313 13	88,352 10	3,819 9 8	172 12 5	249 12 2	45 19 4	39,554 1 4	946 13 8	50 18 0	44,839 6 7	36,146	17	28⅓	4,134	403	65,332	1,913	..	44	14,593	2,551 4	2,508 7	3,711 10	Ngaruawahia.
Frankton Junction ..	4,514	2,352	49,823	26,474	83,163	266	3,426	19	56	11,147	971	42,401	10,684	556	11	118	3,280 5	1,991 17	63 12	25,224 1 9	946 11 8	749 12 11	351 19 11	10,431 4 8	96 3 4	624 0 6	38,423 14 9	55,974	21	86	5,640	336	23,722	19,396	17	40⅓	13,311	4,070 11	3,072 19	12,236 4	Frankton Junction.
Hamilton ..	3,033	1,966	28,565	13,094	46,658	424	13,643	223	191	2,250	212	21,951	5,327	598	4⅔	2,807	5,153 8	3,668 4	979 9	9,259 16 10	787 11 6	990 5 11	260 19 9	10,431 7 5	87 9 0	1,045 0 10	22,862 11 3	9,867	102	159	1,184	26	4,856	392	6	95	41,599	6,203 8	6,894 13	26,373 4	Hamilton.
Cambridge ..	1,607	695	12,085	12,901	27,288	76	5,361	42	119	3,921	915	11,934	2,607	362	11	208	631 15	624 8	184 13	5,450 19 2	109 18 2	811 7 6	56 13 0	3,163 12 11	47 8 6	181 11 6	9,821 10 9	4,863	81	34	1,448	105	6,087	201	..	108⅓	13,775	6,087 0	3,560 16	12,233 4	Cambridge.
Morrinsville ..	1,033	897	14,602	14,222	30,754	358	15,232	28	191	7,118	1,102	42,125	6,903	671	5	659	1,839 1	810 13	28 12	5,652 9 9	254 12 11	1,265 7 7	53 10 9	6,097 9 1	48 13 6	164 6 0	13,536 9 7	4,699	26	402	1,852	299	14,139	3,194	..	166⅓	15,163	3,466 19	2,079 4	11,363 8	Morrinsville.
Matamata ..	312	163	4,281	4,126	8,882	1	22,018	7	162	5,396	698	34,859	2,622	593	6⅓	105	730 1	410 8	21 0	2,532 19 8	22 10 0	1,495 11 0	38 19 1	4,204 11 1	46 17 3	48 10 0	8,389 18 1	4,324	54	24	1,863	320	17,826	697	..	172⅓	8,039	5,121 18	1,354 19	4,171 3	Matamata.
Putaruru ..	300	136	3,477	3,650	7,563	28	5,292	3	15	655	111	3,805	593	336	308	89,477	203 12	238 12	56 4	2,326 0 3	123 13 4	256 10 5	17 8 9	13,142 18 0	23 18 0	70 14 6	15,961 3 3	3,678	26	27	1,528	278	12,059	113	..	10	1,095	4,016 3	1,667 2	1,363 8	Putaruru.
Mamaku ..	116	118	1,742	3,331	5,307	161	1,764	5	3⅓	6,816	93	7,401	115	6	560⅓	70,323	158 5	228 10	128 11	1,037 6 9	98 14 0	92 6 11	6 10 10	13,906 13 0	3 10 7	20 10 0	15,165 12 1	2,226	8	6	532	84	921	30	..	1	196	440 12	525 16	426 12	Mamaku.
Rotorua ..	4,066	839	18,147	9,025	32,077	242	4,192	6	4	1,673	25	9,060	21	782	22	120	58 15	605 1	1,431 9	16,161 3 9	532 12 4	626 10 11	152 14 5	3,606 1 9	19 5 8	175 11 8	21,274 0 6	9,583	39	140⅓	2,237	1,009	6,191	71	..	123⅓	7,005	2,424 18	2,952 13	3,894 9	Rotorua.
Te Aroha ..	1,638	630	17,382	13,664	33,314	548	7,041	16	191	1,978	308	7,442	3,214	72	1	531	911 10	1,767 2	25,502 14	6,084 16 10	235 19 10	954 17 1	76 10 8	5,675 2 0	50 14 4	159 9 10	13,237 10 7	10,795	63	112	1,733	286	8,967	3,869	6	141	17,027	3,524 2	1,927 5	5,687 13	Te Aroha.
Paeroa ..	1,710	1,557	20,276	19,628	43,171	936	11,224	17	224	2,638	396	5,869	3,051	9	23	2,803	2,417 13	2,078 14	3,683 17	5,956 8 9	338 13 8	850 9 10	53 12 11	4,537 1 6	9 7 11	88 2 6	11,833 17 1	9,500	14	50	2,310	585	5,644	424	..	49	11,623	484 15	882 10	14,349 0	Paeroa.
Karangahake ..	260	253	6,363	9,682	16,558	381	1,985	..	4	2	..	..	..	7	2	410	19 17	281 19	6,495 16	1,778 1 5	194 7 4	86 6 1	14 14 11	1,222 9 4	9 11 1	0 10 0	3,306 0 2	1,297	1	24	4	..	..	..	..	19⅔	1,121	202 14	220 4	13,637 5	Karangahake.
Waikino ..	82	51	1,304	2,206	3,643	206	236	..	..	5	..	..	36	..	1	65	10 16	30 17	..	305 1 10	52 16 3	16 2 7	3 14 9	43 10 11	0 7 0	..	421 13 4	473	..	54	5	..	62	..	..	44⅔	26	138 13	79 7	3,308 10	Waikino.
Waihi ..	1,278	1,078	12,552	18,401	33,309	511	2,560	3	1	86	21	..	24	2	2	179	37 16	621 1	67 4	6,702 10 11	124 8 6	208 11 1	64 4 0	770 5 7	11 9 3	62 7 9	7,943 17 1	4,606	9	221⅔	951	135	4,780	12	1	114⅓	4,555	2,307 12	2,322 14	25,439 18	Waihi.
Thames South ..	1,133	713	13,817	5,509	21,172	683	5,336	1	2	28	..	..	223	..	..	1,004	167 14	1,457 19	237 8	3,400 7 6	369 17 1	370 15 11	46 5 4	2,544 16 6	7 3 2	10 0 0	6,749 5 6	2,115	3	45	92	45	..	..	..	36	7,127	134 12	395 5	1,036 9	Thames South.
Thames ..	935	547	14,739	10,941	27,162	27	2,549	3	1	77	20	274	271	..	..	1,211	115 1	1,042 8	964 12	3,456 16 0	188 0 0	382 8 6	53 5 0	1,934 18 9	10 18 8	27 8 6	6,053 15 5	5,975	10	87	1,418	125	12,008	184	..	42	2,381	562 14	557 8	3,794 11	Thames.
Ohaupo ..	176	92	2,157	2,683	5,108	107	12,282	6	117	6,998	1,409	41,127	1,909	250	10	27	425 3	246 3	132 11	780 14 7	58 1 8	917 6 3	10 18 11	3,207 6 1	5 14 10	9 10 0	4,989 12 4	1,385	12	4	3,080	673	32,127	414	..	47	2,655	1,755 7	687 10	3,887 2	Ohaupo.
Te Awamutu ..	933	560	10,956	9,289	21,738	203	24,138	13	96	3,519	813	15,152	3,732	456	6	263	728 7	711 3	1,147 14	5,894 17 10	171 1 10	1,958 15 5	60 9 4	3,650 15 6	20 1 8	31 10 0	11,787 11 7	3,783	44	25	2,671	680	10,253	914	..	93	11,955	3,767 2	2,658 7	13,757 9	Te Awamutu.
Otorohanga ..	491	210	6,144	8,590	15,435	42	12,041	5	759⅓	2,510	292	15,343	1,537	896	6	3,054	365 7	305 9	11,113 5	2,889 14 10	53 10 10	506 1 10	21 14 9	4,567 7 0	12 18 5	16 13 10	8,068 1 6	6,670	51	31⅔	2,255	1,012	8,535	141	..	116	9,735	3,390 4	1,927 13	2,920 18	Otorohanga.
Te Kuiti ..	2,124	1,195	25,001	17,936	46,256	143	7,146	23	21	6,298	840	53,446	555	3,082	165	33,270	1,136 8	1,378 16	4,595 1	12,206 3 7	128 14 8	675 14 2	122 6 6	11,557 2 5	32 18 11	325 13 0	25,048 13 3	22,053	73	194	5,192	1,294	38,729	65	3	152	18,036	3,872 6	3,648 15	3,968 7	Te Kuiti.
Ongarue ..	87	18	3,481	3,942	7,528	39	5,830	12	4	1,603	149	18,515	46	2,046	105	14,237	89 5	307 11	24 9	1,469 6 11	20 0 10	342 5 3	7 13 7	4,453 10 4	3 9 3	30 9 4	6,326 15 6	6,572	33	107	2,807	875	14,640	68	..	28	2,500	1,162 18	1,709 6	2,966 9	Ongarue.
Taringamotu ..	14	3	2,184	2,146	4,347	4	517	3	..	103	..	1,093	26	579	201	82,937	114 7	96 4	232 0	310 8 0	2 7 2	34 12 1	2 3 7	17,619 18 3	250 4 7	..	18,219 13 8	2,543	16	23	244	132	1,024	5	..	1	79	703 10	972 16	1,867 18	Taringamotu.
Taumarunui ..	2,076	1,151	47,334	41,003	91,564	50	7,922	15	3	2,132	90	21,523	92	779	604⅔	116,549	145 7	2,994 11	3,177 2	19,048 11 5	150 1 3	595 8 10	199 16 9	26,354 4 11	32 10 0	241 6 0	46,621 19 2	12,959	32	175⅓	2,473	580	35,119	70	..	61	8,416	1,789 11	2,723 16	1,985 7	Taumarunui.
Waimarino ..	75	19	2,081	2,029	4,204	..	3,661	8	2	908	561	19,005	13	1,469	648	169,350	54 17	982 10	869 0	1,288 13 6	..	194 11 4	9 12 4	38,032 11 6	4 2 11	143 12 6	39,673 4 1	8,372	19	62	1,073	382	18,853	7	..	3	2,185	1,336 11	1,914 15	1,080 8	Waimarino.
Ohakune ..	1,274	849	14,600	12,154	28,877	33	2,124	2	2	603	46	18,089	5	2,900	350	172,812	131 10	436 10	77 0	8,963 4 3	151 13 5	299 4 2	95 10 5	33,920 3 10	51 13 5	710 12 1	44,192 1 7	5,664	33	179	1,171	865	8,300	13	..	10	1,949	2,048 19	2,092 0	1,503 3	Ohakune.
Rangataua ..	326	200	2,829	2,575	5,930	26	1,195	..	10	135	..	843	..	138	695	89,252	114 14	210 4	18 13	1,120 0 4	39 14 4	72 19 1	9 7 7	17,625 7 2	188 6 9	32 8 0	19,088 3 3	2,868	10	65	827	366	6,906	..	1	1	1,337	612 7	571 17	282 17	Rangataua.
Waiouru ..	171	223	1,002	1,823	3,219	26	749	2	69	443	..	18,149	..	2,025	74	13,049	37 3	67 10	42 6	830 17 5	13 12 6	78 14 11	5 11 7	4,828 17 4	56 19 1	23 0 0	5,837 12 10	3,442	4	37	284	10	977	..	..	25	1,129	356 8	393 11	150 2	Waiouru.
Mataroa ..	310	424	2,536	5,322	8,592	173	1,050	6	..	378	100	27,518	..	5,702	120	77,382	32 14	152 8	4 2	823 18 9	89 14 3	72 0 0	11 18 7	16,102 9 3	12 18 2	29 18 0	17,142 17 0	1,638	6	20	177	7	1,465	19	..	1	585	467 13	376 17	363 16	Mataroa.
Taihape ..	2,526	2,015	22,879	15,041	42,461	754	12,066	11	14	1,053	112	55,995	20	3,148	3	2,572	489 13	892 11	54 17	10,690 14 6	273 16 4	1,112 17 11	162 19 6	5,425 18 5	108 18 7	387 10 4	18,162 15 7	5,140	13	83	994	74	9,797	22	4	44	7,615	1,872 12	3,208 14	4,096 10	Taihape.
Utiku ..	170	185	2,217	3,446	6,018	4	1,409	3	4	372	..	17,015	190	2,270	397	46,130	136 5	2,586 13	9 13	720 4 1	0 18 0	93 1 3	7 12 0	12,165 13 7	12 15 11	19 18 6	13,020 3 4	2,209	8	27	804	59	12,655	89	..	..	6,982	674 5	413 10	667 8	Utiku.
Mangaweka ..	547	610	2,844	3,127	7,128	21	1,432	8	12	874	57	49,221	331	2,837	5	2,996	289 14	172 7	2,391 10	2,059 15 7	6 18 0	168 14 1	28 0 4	3,932 18 5	6 7 4	18 11 6	6,221 5 3	1,550	8	13	328	206	2,171	..	..	1	896	494 8	665 15	82 17	Mangaweka.
Ohingaiti ..	167	153	1,235	2,047	3,602	12	1,591	3	5	725	21	25,109	319	1,235	48	11	61 11	68 6	566 16	695 13 5	8 19 1	107 16 3	8 19 8	1,905 2 4	4 2 11	41 15 1	2,772 8 9	1,010	3	15	80	2	1,566	50	..	5	799	308 17	301 18	41 0	Ohingaiti.
Hunterville ..	945	649	6,090	6,015	13,699	84	8,137	12	238	2,555	636	83,500	963	6,144	121	748	1,343 13	343 17	20 9	3,241 19 5	55 7 10	445 9 4	50 11 5	7,903 11 6	12 1 5	32 0 9	11,741 1 8	3,798	11	44	1,643	199	7,889	453	70	32	2,566	1,577 5	1,445 14	1,567 9	Hunterville.
Marton ..	3,470	3,466	12,984	11,149	31,069	75	4,359	10	1,389	1,873	163	94,131	721	3,879	136	4,058	5,510 17	773 19	313 8	10,270 10 10	132 16 10	664 11 7	300 9 6	12,463 8 6	152 8 5	710 1 8	24,694 7 4	11,171	13	89	603	3	16,658	149	12	263	13,988	3,110 8	2,029 13	4,895 6	Marton.
New Plymouth (Coach) ..	7,558	3,664	45,057	20,774	77,053	670	8,678	..	..	..	..	..	..	..	..	..	..	..	..	17,335 9 9	1,372 7 11	1,124 9 11	260 3 4	..	15 1 8	392 16 7	20,500 9 2	5,129	..	..	..	..	..	..	..	..	..	..	..	..	New Plym'th (Coach).
,, (Goods) ..	..	..	..	..	..	..	..	23	47⅓	393	44	1,153	1,920	721	..	4,580	16,954 11	23,979 8	7,877 13	..	..	..	..	21,672 15 11	1,137 18 6	181 19 2	22,992 13 7	..	15	159	1,154	56	4,000	20	376	180⅔	25,320	11,626 11	24,318 0	10,175 14	,, (Goods).
Breakwater ..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	6,601	..	21,317 18	5,966 15	..	..	..	..	4,714 12 6	..	..	4,714 12 6	..	7	..	19	..	..	..	290	..	32	..	14,173 11	7 12	Breakwater.
Waitara ..	1,142	763	12,508	10,266	24,679	363	771	..	79	1,030	42	4,343	1,558	423	1	227	3,747 16	989 4	1,824 18	3,561 14 4	223 5 5	144 8 11	40 19 7	2,885 19 1	24 19 10	120 14 4	7,002 1 6	1,242	5	39	5,615	1,374	100,755	3,064	4,270	67	7,207	4,397 7	1,609 19	5,136 12	Waitara.
Inglewood ..	905	952	8,819	9,964	20,640	441	1,714	3	29	2,882	377	16,785	1,271	740	31	2,368	1,451 18	734 4	2,905 13	3,818 13 6	343 6 7	173 16 5	40 16 8	3,111 2 1	28 9 10	14 6 0	7,530 11 1	2,452	4	56⅓	823	99	8,158	2,856	..	6	3,207	3,040 8	1,967 12	1,756 17	Inglewood.
Tariki ..	79	98	2,239	3,420	5,836	166	537	..	4	99	70	4,512	1,090	138	68	..	200 12	60 6	..	773 19 10	92 14 0	34 14 1	4 2 5	346 1 5	9 1 9	19 8 0	1,280 1 6	617	2	12	80	89	1,584	7	1	..	467	540 17	255 6	67 9	Tariki.
Midhirst ..	248	137	3,876	3,618	7,879	265	206	..	..	42	21	1,906	1,889	98	167	120	1,194 9	90 1	11,969 9	872 15 4	142 3 0	25 0 7	6 3 3	2,536 19 8	3 8 4	20 9 6	3,606 19 8	664	3	37	38	..	1,531	..	3	3	1,023	763 13	690 10	84 16	Midhirst.
Stratford ..	3,001	1,636	20,710	15,741	41,088	581	5,116	21	10	5,442	632	30,035	5,219	3,132	66⅔	2,701	4,518 0	1,632 8	163 4	7,852 11 9	347 18 7	528 0 10	135 14 7	6,522 7 6	80 10 4	912 17 3	16,380 0 10	6,936	6	122⅔	2,117	294	11,160	119	1,075	18	12,489	4,730 11	4,213 3	4,661 2	Stratford.
Te Wera ..	107	193	1,192	1,206	2,698	20	1,545	3	..	408	29	9,268	583	1,309	50	8,266	37 5	109 15	12 0	593 13 11	37 16 0	312 18 11	5 0 0	1,585 5 9	12 9 3	6 0 6	2,463 3 10	1,952	7	14	536	63	11,145	115	1	5	1,482	1,123 17	714 4	555 11	Te Wera.
Whangamomona ..	697	660	5,887	8,839	16,083	11	340	6	..	1,567	93	19,052	..	1,240	4	228	36 5	124 12	31 12	3,184 3 4	5 16 8	55 6 3	18 11 10	1,473 5 9	89 8 10	6 0 0	4,832 12 8	855	10	24	2,049	245	12,620	8	..	45	3,939	1,063 15	666 19	11,370 3	Whangamomona.
Eltham ..	1,182	944	12,226	12,451	26,553	153	2,011	17	9	863	238	13,187	6,383	1,670	37	4,757	5,891 3	1,867 19	3,825 4	6,013 15 2	176 10 9	269 8 9	84 16 7	6,878 3 3	41 18 5	155 11 8	13,620 4 7	5,118	11	90	538	49	3,696	[illegible]	[illegible]	64	33,338	4,694 9	4,594 19	3,868 15	Eltham.
Normanby ..	125	148	4,126	3,827	8,226	43	316	2	5	288	109	4,793	2,340	98	3	28	2,798 9	293 6	17 8	1,281 8 0	22 3 3	55 5 4	15 10 6	1,451 5 7	7 15 7	14 0 0	2,847 8 3	827	26	42	690	11	1,112	2	..	23	2,351	1,596 2	1,021 13	2,753 6	Normanby.
Hawera ..	3,761	2,604	32,943	28,391	67,699	337	6,185	15	13	8,880	2,497	55,826	8,674	1,979	22	2,855	9,172 4	2,182 8	106 4	15,241 11 5	846 12 5	1,178 19 8	199 8 1	10,484 1 1	81 13 10	73 16 8	28,106 3 2	7,504	6	198⅔	3,068	139	54,559	6,061	8	299	28,920	7,559 12	8,292 14	12,901 13	Hawera.
Patea ..	751	957	5,543	6,394	13,645	97	1,887	3	19	1,971	697	18,237	2,329	437	4	345	5,816 5	7,789 5	1,958 18	3,085 9 7	130 0 4	206 7 10	29 15 7	12,910 0 9	294 18 5	144 3 8	16,800 16 2	3,225	6	32⅔	4,229	1,603	22,201	48	1,659	30	8,187	14,729 0	1,938 3	7,077 14	Patea.
Waverley ..	657	658	4,175	4,173	9,663	38	1,394	3	8	3,220	791	53,945	1,039	1,991	2	70	1,015 11	257 3	21 3	2,404 3 1	24 7 5	181 17 7	33 9 0	3,859 11 1	12 12 6	8 0 0	6,524 0 8	2,423	3	26	1,919	135	26,717	178	1	45	3,576	1,022 10	994 11	2,874 8	Waverley.
Waitotara ..	335	294	2,388	3,850	6,867	95	2,480	3	14	2,275	348	55,507	98	3,169	1	..	252 14	124 5	87 14	1,369 15 4	77 4 1	157 18 11	17 10 2	3,420 15 11	20 3 7	5 0 0	5,068 8 0	1,560	3	26	615	98	17,433	100	..	22	2,349	720 9	586 3	1,772 15	Waitotara.
Kai Iwi ..	101	60	1,657	1,720	3,538	32	3,972	..	25	880	124	36,633	205	1,690	5	19	385 6	231 18	18 11	499 9 4	16 6 6	208 16 11	5 14 9	2,098 10 3	16 0 3	8 15 0	2,673 13 0	1,081	2	35	416	..	6,748	49	..	51	1,632	498 7	459 9	451 7	Kai Iwi.
Aramoho ..	1,934	961	9,435	5,159	17,489	43	3,008	..	9	267	50	33,486	794	481	14	530	845 19	334 2	3,565 2	4,951 9 8	23 5 2	192 14 11	107 2 4	3,164 16 5	12 5 1	212 18 6	8,664 12 1	2,661	..	30	312	29	5,594	320	..	101	5,723	576 6	217 12	1,021 15	Aramoho.
Wanganui (Passenger) ..	10,345	5,382	46,149	27,114	88,990	304	..	..	..	..	..	..	..	..	..	..	..	..	..	27,757 14 4	1,849 1 5	..	45 0 0	..	30 5 10	1,315 5 4	30,997 6 11	..	..	..	..	..	..	..	..	..	..	..	..	..	Wanganui (Pass.).
,, (Parcels) ..	..	..	..	..	..	..	19,305	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,258 15 8	558 0 5	..	2 13 1	..	2,819 9 2	19,505	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
,, (Goods) ..	..	..	..	..	..	..	..	37	39	2,587	381	73,089	842	90	13	5,065	3,865 13	9,741 9	2,394 14	..	..	..	..	21,550 0 4	2,380 17 3	209 8 6	24,140 6 1	..	13	250	7,569	695	127,276	807	15,837	332	46,279	3,523 14	7,563 13	8,941 5	,, (Goods).
,, (Wharf) ..	..	..	..	..	..	..	..	8	38⅓	..	..	677	..	29	3	688	6,987 3	5,984 16	12,994 7	..	..	..	..	9,701 11 3	1,878 18 6	..	11,580 9 9	..	..	..	101	..	167	..	673	..	41,026	3,688 13	1,487 18	331 14	,, (Wharf).
,, (D. Office) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	495 9 6	..	495 9 6	..	..	..	..	..	..	..	..	..	..	..	..	..	,, (D. Office).
Fordell ..	525	287	3,383	2,006	6,201	22	2,526	..	77	777	454	23,428	331	3,123	18	18	530 6	162 9	298 14	939 16 8	22 3 0	240 10 1	18 0 5	1,844 9 4	18 7 2	1 10 0	3,084 16 8	1,644	8	18	320	59	3,698	37	..	67	1,908	652 10	491 7	1,508 4	Fordell.
Turakina ..	280	103	4,140	2,850	7,373	93	2,206	7	288	1,590	132	31,506	57	1,244	14	62	1,007 4	94 4	351 2	1,121 14 8	60 6 7	188 8 0	23 0 1	2,919 5 8	3 16 0	1 10 0	4,318 1 0	1,588	..	4	983	168	9,610	62	35	45	2,577	959 8	424 4	1,038 2	Turakina.
Greatford ..	605	375	2,887	2,277	6,144	40	789	5	231	1,084	124	36,541	25	461	16	70	799 11	158 15	218 8	1,224 14 1	66 12 3	149 0 5	21 11 5	3,080 10 3	8 18 6	12 0 10	4,563 7 9	1,894	5	3	102	2	17,274	..	..	42	2,692	668 13	543 11	1,148 12	Greatford.
Halcombe ..	237	187	2,864	5,383	8,671	17	1,076	1	162	448	55	44,801	323	881	2	51	393 10	73 4	..	997 5 9	9 15 10	164 18 7	12 14 10	2,322 11 6	9 1 4	30 17 2	3,547 5 0	2,849	2	9	70	103	7,250	121	..	12	1,548	614 8	458 3	693 6	Halcombe.
Feilding ..	3,800	2,738	20,966	19,619	47,123	106	6,397	45	189	9,194	502	242,566	2,016	8,672	31	2,380	4,631 1	1,790 2	269 19	11,991 8 7	100 7 8	923 15 9	240 13 7	19,811 15 10	56 6 10	236 11 6	33,360 19 9	7,833	18	87	1,372	174	72,430	1,801	486	63	21,798	5,234 19	4,650 0	4,924 10	Feilding.

RETURN No. 12—*continued.*

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1916—*continued.*

Stations.	OUTWARD.																											INWARD.													Stations.
	NUMBER OF TICKETS.																																								
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Hundreds of Superficial Feet.	Grain.	Mer-chandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Mis-cellaneous.	Rents and Commission.	Total Value forwarded.	Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Hundreds of Superficial Feet.	Grain.	Merchan-dise.	Minerals.	
NORTH ISLAND MAIN LINES AND BRANCHES—*continued.*																	Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.											Ts. c.	Ts. c.	Ts. c.	NORTH ISLAND MAIN LINES & BRANCHES —*continued.*
Palmerston N. (Passenger)	12,937	9,246	100,875	104,537	227,595	715	..	..	..	..	..	..	..	..	..	..	..	..	..	54,988 14 11	2,027 0 10	..	60 0 0	..	56 10 10	893 11 3	58,025 17 10	..	..	..	..	..	..	..	..	..	..	..	..	..	Palmerston N. (Pass.).
,, (Parcels) ..	..	..	..	..	..	..	27,307	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,103 11 2	1,334 6 0	..	15 17 3	..	4,453 14 5	20,115	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
,, (Goods) ..	..	..	..	..	..	..	..	125	288	8,019	661	75,148	1,585	3,217	65	5,986	9,826 10	10,068 1	3,571 0	..	..	..	..	23,968 8 11	237 15 8	..	24,206 4 7	..	43	444⅓	4,038	201	29,328	779	396	732⅓	62,062	12,413 3	14,917 14	13,367 8	,, (Goods).
Ashhurst	266	349	5,950	6,355	12,920	53	3,165	2	51	863	412	47,749	691	2,482	51	822	512 9	88 8	88 13	1,596 6 8	25 8 8	344 17 5	27 2 11	3,093 17 0	10 16 5	72 0 0	5,080 9 1	1,124	1	27	373	91	6,483	1	..	20	8,084	730 15	718 5	2,220 12	Ashhurst.
Longburn	383	785	8,160	14,868	24,196	12	2,569	14	1,154	5,254	370	92,586	2,591	5,068	30	49	7,248 13	5,964 14	3,089 6	1,945 5 8	9 0 3	377 0 6	18 14 9	17,064 11 0	*Cr.* 165 2 3	66 9 5	19,315 19 4	2,764	3	11	1,526	160	86,965	559	169	43	3,299	891 16	2,714 0	5,956 0	Longburn.
Foxton	744	829	16,266	15,010	32,849	80	2,454	3	16	173	97	5,844	358	247	3	1,803	4,776 19	11,114 3	4,465 11	3,837 15 1	61 18 0	228 15 4	28 8 8	16,036 10 1	1,028 18 5	274 4 2	21,496 9 9	6,066	13	922⅔	377	39	9,779	583	7,004	366⅓	14,059	5,248 8	4,549 16	8,387 8	Foxton.
Shannon	472	352	6,502	9,244	16,570	12	3,693	10	62	2,216	301	39,932	1,284	1,092	4	96	8,164 14	345 15	45 16	3,024 16 7	8 14 3	506 7 0	43 7 5	6,605 13 7	38 5 8	4 15 0	10,231 19 6	4,250	7	209	527	108	6,730	422	..	90	5,476	1,084 19	1,284 19	3,836 11	Shannon.
Levin	1,105	1,060	9,244	9,299	20,708	105	7,118	16	43	3,712	265	39,261	2,700	821	118	375	1,932 5	684 10	1,458 3	4,765 13 2	86 7 4	935 7 1	83 3 4	4,523 16 2	50 14 7	22 0 0	10,467 1 8	5,519	20	102	1,736	72	21,667	289	2	45⅓	5,093	2,109 15	1,691 3	2,129 6	Levin.
Otaki	915	806	7,751	6,032	15,504	55	13,445	7	61	4,481	288	33,126	1,305	950	36⅓	835	2,421 7	479 12	200 10	3,238 14 2	58 19 3	2,217 8 4	54 0 3	4,074 13 6	17 3 5	255 5 0	9,916 3 11	7,921	28	70	868	79	6,465	85	..	39	2,625	1,813 1	2,008 5	1,669 5	Otaki.
Paekakariki	1,143	3,111	9,802	28,473	42,529	708	11,769	5	2	1,915	103	27,348	358	1,109	6	3,182	1,258 9	420 13	1,165 6	5,796 1 3	111 7 4	1,873 3 4	26 4 4	2,622 7 3	9 17 5	424 17 6	10,863 18 5	4,557	17	82	449	218	4,765	104	..	34	3,964	1,499 8	1,298 19	4,128 18	Paekakariki.
Johnsonville	892	4,673	7,161	37,148	49,874	7,655	2,347	5	5	482	16	15,748	2	686	15	63	133 1	224 12	69 10	3,097 4 0	1,520 16 4	215 10 8	23 0 3	696 17 5	8 15 7	28 5 6	5,590 9 9	2,710	4	61	8,994	854	56,415	366	4	28	2,718	737 16	284 16	2,769 10	Johnsonville.
Thorndon (Coaching) ..	19,736	29,862	76,892	153,366	279,856	6,378	48,637	..	..	..	..	..	..	..	..	..	..	..	..	100,213 14 2	5,556 4 8	9,695 12 10	1,204 18 1	*Cr.* 128 0 7	424 4 1	433 14 5	117,400 7 8	46,096	..	..	..	..	..	..	..	..	..	..	..	..	Thorndon (Coach).
Lambton (Passenger) ..	20,864	65,984	90,170	242,906	419,924	10,859	..	..	..	..	..	..	..	..	..	..	..	..	..	43,308 18 3	8,719 3 2	..	196 10 0	..	207 17 4	395 0 0	52,827 8 9	..	..	..	..	..	..	..	..	..	..	..	..	..	Lambton (Pass.).
,, (Parcels) ..	..	..	..	..	..	..	27,191	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,549 18 11	2,485 5 11	*Cr.* 24 1 11	2 10 10	..	5,013 13 9	29,881	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
Wellington (Goods) ..	..	..	..	..	..	..	..	73	1,574	1,648	2	2,803	59	20,819	13	28,567	48,481 8	47,329 16	71,167 0	..	..	..	..	147,663 9 2	1,810 14 4	845 4 11	150,319 8 5	..	85	1,137	3,421	42	3,019	..	114,891	637	85,029	40,799 17	61,857 17	25,613 18	Wellington (Goods).
,, (Wharf) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	40	..	..	9 3	48 9	236 3	..	..	..	..	27 16 11	..	..	27 16 11	..	..	..	..	..	..	..	747	..	..	5,324 2	1,079 15	..	,, (Wharf).
Central Booking-office ..	2,817	3,300	2,611	5,652	14,380	1,605	..	..	..	..	..	..	..	..	..	..	..	..	..	22,628 9 11	9,612 15 9	..	..	*Cr.* 0 2 0	29 12 0	..	32,270 15 8	..	..	..	..	..	..	..	..	..	..	..	..	..	Central Book'g-office.
Te Aro	231	10,409	2,391	29,348	42,379	6,298	294	..	..	..	..	..	..	..	..	..	..	..	..	3,368 14 7	839 1 0	19 12 10	15 0 4	*Cr.* 2 10 6	2 15 0	..	4,242 13 3	7,642	..	..	..	..	..	..	..	..	..	..	..	..	Te Aro.
Ngahauranga	340	1,182	5,434	15,842	22,798	1,746	167	..	..	42	..	269	..	..	..	15	1,663 12	13,171 15	168 12	647 9 11	263 15 10	11 2 8	4 2 6	3,853 17 6	39 17 5	..	4,820 5 10	142	..	21	13,006	913	455,586	52,192	230	2	3,460	444 16	424 19	10,210 14	Ngahauranga.
Petone	1,998	20,112	20,048	119,025	161,183	28,345	1,524	11	5	338	9	11,623	36	..	..	32	2,699 16	24,421 11	330 19	7,995 13 3	4,454 19 9	140 2 4	99 18 11	8,695 14 1	90 13 0	72 0 0	21,549 1 4	2,181	21	112	10,011	408	822,338	1,257	7	63	29,527	585 9	451 4	17,260 7	Petone.
Lower Hutt	4,116	18,076	19,447	84,719	126,358	24,556	20,883	9	60	234	..	653	38	71	6	745	179 9	597 6	41,726 5	7,545 5 7	4,969 2 1	1,775 17 5	149 10 3	6,325 15 11	16 7 5	47 14 2	20,829 12 10	4,129	21	831	154	38	81	50	3	118	11,257	602 7	679 9	3,730 19	Lower Hutt.
Upper Hutt	2,805	14,787	44,062	252,686	314,340	2,431	11,004	59	18	4,599	71	7,569	1,323	12	115	11,457	172 3	781 3	5,480 16	28,393 3 0	660 18 1	1,602 7 6	40 12 2	3,709 8 4	492 13 2	48 19 7	34,948 1 10	9,478	29	510	5,061	20	3,665	1,639	..	75	18,813	3,410 3	3,587 9	7,794 5	Upper Hutt.
Kaitoke	36	39	616	834	1,525	..	1,090	..	6	16	..	91	20	398	206	920	12 1	239 11	141 0	147 0 0	..	121 19 8	0 15 7	544 0 7	2 6 4	445 6 0	1,261 8 2	1,518	..	13	7	16	505	102	..	6	952	216 7	656 13	112 7	Kaitoke.
Featherston	2,834	2,947	11,921	32,670	50,372	99	5,719	81	111	4,955	689	149,257	2,844	7,743	15	690	2,270 2	856 1	97 3	17,220 10 2	55 17 1	922 13 5	162 13 9	8,919 3 3	669 1 10	104 8 0	28,054 7 6	10,622	94	345	1,676	3	9,233	1,129	4	265	41,588	4,388 12	6,462 6	4,833 16	Featherston.
Greytown	968	1,075	3,809	3,255	9,107	64	1,962	..	65	19	297	17,718	175	347	1	25	579 12	181 9	27 15	2,011 17 8	32 13 3	200 10 5	31 10 0	1,158 12 4	13 14 8	11 10 0	3,460 8 4	1,854	3	9	13	9	2,781	..	..	5	739	627 6	1,228 12	1,400 16	Greytown.
Carterton	1,659	1,234	8,320	5,888	17,101	58	2,635	5	250	2,171	328	105,051	1,394	7,347	60	491	2,299 15	9,885 15	714 12	3,807 13 1	70 12 5	292 14 2	91 7 3	17,904 19 11	15 17 9	54 0 0	22,237 4 7	3,568	3	78⅔	1,678	85	129,835	2,009	170	19	18,419	2,003 12	2,745 14	2,476 9	Carterton.
Masterton	6,015	4,452	24,453	22,009	56,929	248	6,170	18	560	2,787	172	110,843	209	12,330	69	2,621	2,168 19	1,764 0	1,787 12	15,705 7 7	952 9 1	809 19 10	264 9 7	12,558 11 5	104 19 2	381 0 0	30,776 16 8	9,007	22	167	1,278	68	18,265	117	742	52	19,274	8,274 2	7,845 15	16,208 19	Masterton.
Mauriceville	111	110	1,322	2,483	4,026	18	805	2	351⅔	210	86	9,297	609	1,616	22	368	706 11	101 5	102 0	682 3 8	17 10 2	160 18 2	11 11 11	1,952 12 4	0 6 0	32 8 10	2,857 11 1	1,497	..	4	30	1	588	314	..	165	247	268 0	244 3	313 14	Mauriceville.
Eketahuna	990	924	4,780	3,925	10,619	60	2,494	5	22	830	25	72,623	883	5,446	59	17	796 12	491 10	0 2	3,088 0 3	26 0 8	192 3 4	43 6 0	4,948 0 2	31 6 9	27 15 0	8,356 12 2	2,836	5	87	389	167	5,169	217	..	2	2,231	1,624 6	1,447 0	526 8	Eketahuna.
Hukanui	111	73	1,730	1,942	3,856	..	1,014	2	26	355	19	4,888	1,906	240	512	953	434 4	121 17	35 3	682 11 3	..	95 9 2	8 17 0	1,653 14 4	4 17 5	29 15 3	2,475 4 5	1,001	..	10	114	50	619	36	..	..	804	413 17	366 7	78 13	Hukanui.
Pahiatua . ..	1,495	906	7,088	4,945	14,434	22	2,356	8	30	2,837	276	89,180	1,877	4,814	9	211	1,329 3	517 16	29 5	4,252 2 8	24 13 0	321 18 6	65 12 9	7,313 2 1	25 5 10	88 6 1	12,091 0 11	3,593	8	122	378	145	2,493	180	141	56	6,514	2,120 3	2,359 11	1,403 3	Pahiatua.
Mangatainoka	194	113	1,456	1,621	3,384	..	1,045	2	1	393	9	10,446	929	664	1	..	570 17	1,079 17	..	842 6 2	..	127 11 9	14 15 3	2,752 3 9	5 14 8	48 19 1	3,791 10 8	681	2	11	253	5	427	324	..	5	1,326	539 3	643 16	378 6	Mangatainoka.
Woodville	1,703	1,098	12,006	13,401	28,208	57	4,081	4	103	3,394	188	46,051	1,132	2,226	368⅓	210	2,145 5	956 9	22 12	5,852 16 4	195 13 5	596 9 11	92 12 9	7,062 2 9	43 2 9	711 6 10	14,554 4 9	3,461	5	71⅔	761	150	5,735	10,874	..	11	4,523	1,307 12	1,415 3	1,847 12	Woodville.
Dannevirke	3,262	1,859	18,989	11,954	36,064	497	6,353	15	43	2,191	204	134,896	1,616	8,305	491⅔	4,357	1,464 16	1,274 17	371 17	9,662 12 1	700 14 2	756 9 6	183 3 3	13,191 4 5	27 4 8	82 0 0	24,603 8 1	9,524	11	258	550	20	12,519	30	168	51⅔	2,938	3,572 14	4,604 6	2,894 0	Dannevirke.
Makotuku	137	156	2,099	3,806	6,198	75	1,038	1	9	2,367	230	43,690	..	901	356	3,021	69 13	107 0	325 2	798 4 5	37 0 10	63 15 4	11 19 4	3,066 4 4	8 4 6	15 15 0	4,001 3 9	1,096	..	21	674	83	8,088	..	..	4	1,154	303 5	297 2	69 7	Makotuku.
Ormondville	409	228	3,995	4,700	9,332	40	1,166	8	1	469	6	27,451	253	1,381	230	58	430 10	227 15	..	1,603 19 5	36 2 6	70 15 7	22 6 1	2,510 16 3	14 7 8	32 14 9	4,291 2 3	3,879	3	27	133	74	1,696	..	..	4	929	832 12	694 3	120 17	Ormondville.
Takapau	606	381	3,199	3,691	7,877	41	3,044	4	172	974	280	79,361	..	3,300	578	7,793	366 5	150 1	4 10	1,877 11 9	23 11 2	177 17 3	27 2 0	6,471 9 5	14 6 1	18 4 6	8,610 2 2	3,438	7	25	757	148	7,019	..	..	19	899	1,216 17	783 6	1,564 17	Takapau.
Waipukurau	2,933	1,553	14,856	13,903	33,245	68	2,542	1	45	3,162	206	125,850	10	7,065	15	3,842	383 8	414 18	1,232 4	5,890 13 1	134 19 1	275 15 5	75 6 7	6,528 4 10	152 18 8	530 18 0	13,588 15 8	7,838	10	70	2,792	360	15,854	14	1	300	8,397	1,872 3	1,797 18	1,378 1	Waipukurau.
Waipawa	1,690	1,114	7,096	6,694	16,594	40	2,674	5	86	1,041	54	60,702	..	3,698	15	1,758	301 1	369 1	120 10	3,722 5 3	93 18 6	281 11 0	52 4 1	2,874 17 11	16 14 1	22 0 0	7,063 10 10	4,427	4	28	787	102	7,100	35	..	122	3,985	1,976 11	1,693 1	1,007 0	Waipawa.
Otane	587	293	3,324	3,683	7,887	166	1,784	3	9	1,205	8	71,050	9	5,923	3	2,522	56 18	224 16	5 2	1,342 3 2	64 10 0	102 4 11	19 9 2	2,811 17 0	11 6 7	1 10 0	4,353 0 10	3,174	4	51	696	5	6,640	..	1	111	3,086	887 19	888 0	901 6	Otane.
Opapa	83	87	1,417	1,350	2,937	5	1,440	1	19	2,455	30	71,012	16	1,363	18	900	243 5	93 5	3,978 0	412 15 0	7 14 6	74 7 10	4 7 2	4,843 14 4	0 17 8	20 0 0	5,363 16 6	1,546	1	13⅓	270	70	7,612	16	2	56	854	652 17	492 1	2,956 3	Opapa.
Hastings	8,055	15,932	37,665	75,853	137,505	1,697	11,575	32	226	635	68	6,552	29	6,164	32	2,429	6,848 8	5,948 7	772 3	22,178 1 6	1,399 6 0	2,182 10 3	349 16 6	12,055 2 2	205 14 10	1,643 5 0	40,013 16 3	9,587	21	198⅓	3,897	232	108,840	182	835	716⅓	51,333	9,594 3	5,102 0	30,264 8	Hastings.
Farndon	454	1,862	2,973	11,345	16,634	380	1,007	..	40	126	27	1,028	..	4,022	8	40	1,318 12	16,098 1	853 4	1,252 15 1	107 6 10	107 15 5	17 5 2	6,456 6 11	0 12 3	2 11 0	7,944 12 8	895	..	4	4,676	141	227,918	..	409	45⅔	3,549	326 12	369 11	822 14	Farndon.
Napier	10,161	15,554	31,503	58,871	116,089	3,214	14,903	9	20	224	..	78	..	27	6	1,464	1,020 10	3,148 9	9,429 0	32,396 3 9	2,728 14 6	1,735 0 5	521 13 3	6,444 18 7	58 16 3	311 15 0	44,197 1 9	8,095	7	121	356	..	1,361	104	83	242	24,884	702 7	1,518 11	12,593 13	Napier.
Port Ahuriri	..	..	..	..	..	..	1,043	5	696⅓	125	20	3,226	..	586	22	7,525	13,040 16	7,595 0	23,605 5	..	..	84 9 8	..	19,294 3 10	566 8 6	66 0 0	20,011 2 0	395	6	128	1,703	..	65,607	..	40,271	292⅔	21,037	2,385 8	20,666 6	1,521 5	Port Ahuriri.
Chief Accountant ..	2,968	856	5,972	18,075	27,871	613	..	..	..	..	..	..	..	..	..	..	..	..	..	31,371 13 7	8,751 0 10	..	37,230 10 2	..	17,336 1 11	19,706 2 6	114,395 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	Chief Accountant
Totals	242,478	347,054	1,706,674	2,838,590	5,134,796	204,305	749,696	1,968	13,705⅔	225,707	30,621	3,404,137	141,429	212,471	9,405⅔	1,262,366	355,471 1	383,842 13	724,467 18	980,774 14 7	100,587 11 8	79,259 13 8	54,846 2 11	1,206,644 16 4	37,652 14 11	43,450 16 3	2,503,216 10 4	749,606	1,968	13,705⅔	225,707	30,621	3,404,137	141,429	212,471	9,405⅔	1,262,366	355,471 1	383,842 13	724,467 18	Totals.
WHANGAREI SECTION—																																									WHANGAREI SECTION—
Onerahi	5,055	115	16,038	5,900	27,108	92	399	12	18	53	..	..	..	..	1	1,143	1,644 12	2,781 4	141 7	960 1 8	41 9 8	33 9 0	6 15 9	2,611 1 9	286 11 4	2 0 0	3,941 9 2	545	1	145	11	..	..	..	..	17	26,835	664 3	1,429 5	108,366 16	Onerahi.
Whangarei	8,364	2,283	40,760	19,173	70,580	1,234	2,862	8	2	853	161	4,886	..	..	2	560	580 2	1,475 10	3,200 13	5,718 6 1	367 1 7	261 9 11	99 9 8	1,739 14 6	39 17 11	172 17 6	8,398 17 2	2,235	16	215	2,474	6	9,270	319	..	46	8,934	329 10	1,126 6	3,437 11	Whangarei.
Hikurangi	424	208	5,217	5,957	11,806	289	2,338	7	323	714	14	3,024	302	..	246	29,888	754 2	563 11	110,383 10	1,032 16 8	158 6 5	98 12 3	4 10 2	19,215 10 0	71 8 8	30 5 0	20,611 9 2	6,296	3	8	24	..	914	82	..	34	7,457	1,154 7	1,561 12	1,489 6	Hikurangi.
Otiria	326	75	1,793	1,714	3,908	54	2,769	3	42	1,561	..	6,538	118	..	54	107,765	73 4	523 16	3,504 0	375 6 5	28 0 10	310 7 11	3 7 3	5,838 16 11	0 2 0	2 1 8	6,558 3 0	2,108	9	5	690	52	2,835	..	..	195	2,689	872 7	1,256 15	1,229 2	Otiria.
Kaikohe	722	305	3,022	2,592	6,641	..	301	2	6	378	1	2,312	..	..	..	..	51 14	299 15	8 0	1,298 3 8	1 10 0	35 12 1	12 7 11	437 10 6	1 11 7	0 10 0	1,787 5 9	616	6	11	355	122	3,506	..	..	..	2,479	1,147 17	1,368 5	762 18	Kaikohe.
Kawakawa	1,293	399	6,385	2,095	10,172	9	3,829	4	..	27	..	765	..	..	..	46,034	251 4	542 14	34 19	1,022 7 2	7 13 6	157 11 8	6 4 0	1,941 3 8	0 7 3	4 0 0	3,139 7 3	599	2	22	40	2	299	..	..	7	90,079	804 14	1,414 13	421 9	Kawakawa.
Opua	1,170	440	6,929	5,505	14,044	58	752	3	21	59	6	772	..	..	..	1,889	1,880 13	2,709 17	408 8	1,651 3 4	14 11 0	36 5 2	5 19 9	2,678 0 6	197 6 11	34 10 0	4,617 16 8	851	2	6	51	..	1,473	19	..	4	48,806	262 13	739 11	1,973 15	Opua.
District Office ..	..	..	..	324	324	8	..	..	..	..	..	..	..	..	..	..	..	..	..	48 12 1	342 18 7	..	750 0 0	..	*Cr.* 1 5 2	955 3 9	2,095 9 3	..	..	..	..	..	..	..	..	..	..	..	..	..	District Office.
Totals	17,354	3,825	80,144	43,260	144,583	1,744	13,250	39	412	3,645	182	18,297	420	..	303	187,279	5,235 11	8,896 7	117,680 17	12,106 17 1	961 11 7	933 8 0	888 14 6	34,461 17 10	596 0 6	1,201 7 11	51,149 17 5	13,250	39	412	3,645	182	18,297	420	..	303	187,279	5,235 11	8,896 7	117,680 17	Totals.
KAIHU SECTION—																																									KAIHU SECTION—
Dargaville	584	684	11,162	6,980	19,410	38	1,843	12	1	13	..	105	..	1	3	4,794	752 4	1,259 13	710 0	1,389 7 9	67 2 6	72 9 8	18 7 1	1,279 2 1	98 11 1	8 10 0	2,933 10 2	6,355	10	123	12	..	231	30	322	19	37,644	205 8	883 18	275 6	Dargaville.
Kaihu	157	89	2,664	1,929	4,839	24	6,355	10	123	12	..	231	30	322	19	37,644	205 8	883 18	275 6	420 0 8	13 0 0	204 0 0	2 13 11	1,868 15 3	16 11 1	81 19 8	2,607 0 7	1,843	12	1	13	..	105	..	1	3	4,794	752 4	1,259 13	710 0	Kaihu.
District Office ..	..	..	..	132	132	1	..	..	..	..	..	..	..	..	..	..	..	..	..	13 3 2	53 17 6	..	200 0 0	..	*Cr.* 0 0 2	76 11 3	343 11 9	..	..	..	..	..	..	..	..	..	..	..	..	..	District Office.
Totals	741	773	13,826	9,041	24,381	63	8,198	22	124	25	..	336	30	323	22	42,438	957 12	2,143 11	985 6	1,822 11 7	134 0 0	276 9 8	221 1 0	3,147 17 4	115 2 0	167 0 11	5,884 2 6	8,198	22	124	25	..	336	30	323	22	42,438	957 12	2,143 11	985 6	Totals.
GISBORNE SECTION—																																									GISBORNE SECTION—
Gisborne	4,694	1,112	28,489	13,024	47,319	125	4,249	18	8	101	..	2,249	..	1	4	11,974	4,088 16	3,257 7	3,224 2	4,259 14 5	95 19 3	241 15 8	117 7 2	5,513 18 4	247 3 10	272 17 6	10,748 16 2	5,937	10	126	280	33	145,767	210	12,403	319⅓	49,293	469 5	443 6	22,544 7	Gisborne.
Te Karaka	1,644	902	6,438	4,652	13,636	21	5,811	5	151	422	56	132,379	196	10,992	148⅓	3,795	560 18	278 18	22,508 7	1,637 0 9	19 8 10	202 11 11	9 4 4	5,594 13 10	5 3 6	43 17 6	7,512 0 8	1,992	4	3	30	..	2,482	..	1	92	12,658	2,433 12	1,918 0	3,176 7	Te Karaka.
Matawai	1,834	944	5,179	4,209	12,166	..	563	8	10	196	30	28,949	24	1,411	264	47,971	6 12	221 11	404 0	2,611 16 7	..	66 0 10	19 6 9	6,072 17 7	231 2 11	4 0 0	9,005 4 8	2,694	17	40	409	53	15,328	10	..	5	1,789	1,753 9	1,396 10	415 15	Matawai.
District Office ..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	32 17 0	115 3 2	..	610 0 0	..	155 0 0	598 15 2	1,511 15 4	..	..	..	..	..	..	..	..	..	..	..	..	..	District Office.
Totals	8,172	2,958	40,106	21,885	73,121	148	10,623	31	169	719	86	163,577	220	12,404	416⅓	63,740	4,656 6	3,757 16	26,136 9	8,541 8 9	230 11 3	510 8 5	755 18 3	17,181 9 9	638 10 3	919 10 2	28,777 16 10	10,623	31	169	719	86	163,577	220	12,404	416⅓	63,740	4,656 6	3,757 16	26,136 9	Totals.

RETURN No. 12—*continued.*

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1916—*continued.*

Stations.	OUTWARD.														
	Number of Tickets.					Number of Season Tickets.	Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.
	First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.										
SOUTH ISLAND MAIN LINES ANH BRANCHES—															
Lyttelton (Coaching)	26,837	38,633	43,247	87,972	196,689	9,426	4,444	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	66	720	562	65	25,108	800	115,084	59
,, (Wharf)	..	..	..	..	..	..	..	..	..	..	..	..	..	3,259	..
Heathcote	615	2,405	2,883	18,926	24,829	2,383	948	..	..	..	2	..	..	..	2
Woolston	291	473	1,616	7,156	9,536	1,721	1,560	..	19	7	..	5	37	10,592	..
Opawa	338	746	1,175	3,523	5,782	2,423	523	..	..	..	..	..	..	..	..
Christchurch (Passenger)	45,492	64,243	124,366	212,711	447,812	22,966	..	..	..	..	..	..	..	..	..
,, (Parcels)	..	..	..	..	..	..	117,566	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..		306	337	211	..	121	26	37,505	50
,, (Manager)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Addington	462	626	4,407	4,570	10,065	1,733	3,866	28	482⅓	5,487	539	236,913	7,521	7,929	40
Riccarton	445	226	864	711	2,246	159	439	..	5	..	..	..	..	..	5
Papanui	1,414	716	4,068	2,846	9,044	864	1,653	1	98	52	5	194	11	..	4
Styx	351	30	912	418	1,711	22	430	1	91⅓	26	6	4	3	416	3
Belfast	425	594	4,564	11,409	16,992	205	896	..	283	348	4	2,165	171	14,758	44
Kaiapoi	735	2,552	6,952	27,837	38,096	347	6,215	10	921	1,015	314	21,515	1,066	978	179
Rangiora	1,884	4,343	9,530	29,435	45,192	228	7,108	12	453	1,195	277	43,356	2,600	2,143	5
Cust	85	203	1,139	1,490	2,917	32	1,443	..	36	117	25	10,825	38	260	3
Bennett's	183	334	2,130	3,093	5,740	10	848	..	68	65	8	12,836	..	527	12
Oxford East	224	202	1,421	1,951	3,798	6	2,696	2	48	361	99	47,562	252	789	13
Oxford West	266	277	2,380	2,685	5,608	26	1,245	1	77	58	15	5,078	35	836	124⅓
Sefton	165	193	1,169	1,664	3,191	81	1,026	3	183	259	91	7,062	212	77	..
Amberley	506	472	1,667	2,581	5,226	21	2,105	5	47	462	42	58,692	66	738	1
Waipara	666	418	3,474	3,041	7,599	71	2,618	12	101	941	36	126,402	191	3,242	2
Mina	169	78	761	609	1,617	..	2,178	2	30	284	37	39,628	112	1,268	1
Parnassus	716	238	1,189	482	2,625	3	647	..	12	1,212	9	39,806	10	1,571	1
Waikari	466	500	2,754	4,768	8,488	17	1,483	5	8	183	3	39,823	27	1,610	..
Hawarden	295	213	891	789	2,188	17	1,185	10	106	609	29	68,873	50	3,355	27
Culverden	3,330	761	2,623	1,890	8,604	11	2,489	2	69	1,820	1	127,637	164	6,171	..
Hornby	194	415	3,326	3,900	7,835	109	1,047	4	202	281	6	7,370	132	..	5
Prebbleton	92	102	1,694	2,327	4,215	72	399	4	670	11	10	303	72	2	3
Lincoln	486	403	2,514	2,699	6,102	45	4,224	1	273	717	171	40,961	552	1,264	8
Springston	71	99	1,067	1,480	2,717	99	2,293	..	190	106	42	3,981	567	123	2
Ellesmere	49	73	370	496	988	8	1,687	..	256	356	23	15,009	225	330	..
Doyleston	43	109	730	1,731	2,613	51	1,796	..	144	652	75	5,708	980	65	..
Leeston	280	324	2,131	3,438	6,173	60	2,646	1	138	345	14	9,363	3,400	186	28
Southbridge	322	408	3,147	5,211	9,088	51	4,258	..	188	563	74	25,440	3,840	392	152
Little River	1,592	1,432	6,105	6,409	15,538	30	3,574	4	2	2,617	77	111,746	1,244	791	61
Islington	251	367	2,391	4,329	7,338	27	722	..	..	..	17	41	..	6,149	..
Templeton	179	413	1,440	5,483	7,515	20	671	7	243	76	15	4,917	51	60	5
Rolleston	139	322	1,304	6,289	8,054	15	566	4	70	357	37	10,342	327	208	2
Kirwee	79	119	1,143	2,355	3,696	49	755	4	103	174	29	18,046	676	446	13
Darfield	378	382	3,321	5,016	9,097	171	1,471	1	211	363	23	46,101	279	1,044	56
Sheffield	70	97	786	991	1,944	114	2,205	..	108	244	15	23,027	361	316	29
Springfield	261	287	1,774	4,155	6,477	57	2,166	2	163	512	..	16,941	121	2,248	107
Arthur's Pass	1,504	695	2,869	1,988	7,056	..	494	2	2	567	..	4,267	..	..	23
Coalgate	185	119	1,380	2,117	3,801	238	1,759	2	151	548	26	61,862	179	4,394	16
Burnham	33	304	405	3,849	4,591	12	141	1	190	91	31	16,510	30	326	2
Selwyn	8	43	331	710	1,092	75	1,173	..	10	96	66	5,517	320	86	..
Dunsandel	160	122	1,807	3,500	5,589	38	1,796	2	172⅓	718	63	42,140	293	965	64
Rakaia	413	953	4,528	7,444	13,338	158	3,341	19	396	748	18	97,362	719	2,375	7⅓
Methven	330	441	3,136	4,629	8,536	22	1,510	1	208	694	21	105,653	222	1,906	..
Chertsey	50	145	1,292	1,814	3,301	51	2,255	3	101	547	34	45,686	669	3,954	10
Ashburton (Coaching)	2,497	3,150	20,833	27,098	53,578	429	11,558	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	9	283⅓	469	8	6,266	1,598	2,391	4
Tinwald	267	134	3,152	1,272	4,825	241	1,390	3	372	406	10	69,587	725	2,590	23
Mount Somers	44	56	433	1,198	1,731	44	1,461	1	250	452	3	14,694	333	3,143	59
Winslow	10	106	470	721	1,307	42	819	1	121	684	5	9,557	2,208	439	1
Hinds	103	66	1,871	2,526	4,566	116	988	3	109	399	7	43,459	521	1,871	..
Rangitata	67	58	741	1,473	2,339	..	846	..	78	54	1	64,063	..	1,027	5
Orari	565	545	3,591	6,403	11,104	81	1,467	8	41	375	185	43,595	16	878	89
Winchester	202	214	1,421	2,513	4,350	40	948	..	89	596	..	11,238	34	1,521	16⅓
Temuka	830	1,095	7,428	13,807	23,160	37	3,847	3	199	4,135	80	20,387	493	401	6
Washdyke	135	109	1,633	1,545	3,422	24	1,110	1	135	1,074	2	5,903	..	3,300	1
Pleasant Point	364	194	3,323	5,382	9,263	71	1,826	1	80	198	1	26,333	146	1,645	6
Albury	131	198	1,648	2,921	4,898	49	1,022	1	36	237	9	39,151	27	1,890	..
Fairlie	614	533	4,113	5,559	10,819	63	2,073	1	43⅓	320	3	66,663	..	6,778	..
Timaru (Passenger)	6,268	6,099	47,025	43,798	103,190	1,357	..	..	..	..	..	..	..	..	..
,, (Parcels)	..	..	..	..	..	..	22,881	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	34	42	279	13	3,078	38	33,796	11
,, (Wharf)	..	..	..	..	..	..	..	1	..	..	..	5,808	..	2,043	..
St. Andrew's	182	198	3,179	5,187	8,746	120	1,425	..	222	1,715	13	23,045	..	4,414	1
Makikihi	78	99	1,265	2,265	3,707	53	1,567	1	376	92	3	8,659	..	578	2
Studholme Junction	498	584	3,246	2,918	7,246	40	2,202	1	499	1,399	23	23,839	237	294	..
Waimate	1,253	1,307	8,863	10,283	21,706	68	8,328	4	194	687	14	71,907	174	1,684	6
Morven	61	89	1,208	2,313	3,671	37	1,867	..	247	217	27	17,228	220	481	6
Glenavy	72	58	1,558	2,596	4,284	67	5,321	3	73	917	21	13,364	..	549	..
Pukeuri	50	114	1,386	1,211	2,761	50	3,577	2	306	829	2	29,304	51	6,934	16
Duntroon	104	112	804	1,682	2,702	178	3,708	1	56⅔	339	46	34,980	..	946	..
Kurow	305	384	3,518	6,155	10,362	27	1,859	3	8	482	..	36,169	..	7,237	..
Oamaru (Passenger)	2,817	2,759	26,833	23,644	56,053	526	..	..	..	..	..	..	..	..	..
,, (Parcels)	..	..	..	..	..	..	21,175	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	44	102	571	13	6,188	102	11,952	21
Breakwater	..	..	..	..	..	..	..	..	19	..	..	..	..	2	19
Waiareka Junction	54	39	699	303	1,095	8	3,840	13	703	780	73	32,392	366	2,090	118
Ngapara	98	197	3,332	4,649	8,276	101	689	1	22⅓	226	17	12,287	6	299	1
Maheno	122	181	2,121	2,930	5,354	165	2,608	1	49	6,247	111	25,148	532	1,264	39
Herbert	19	72	863	2,821	3,775	67	2,224	1	26	480	25	9,376	20	238	1
Hampden	179	227	1,851	2,454	4,711	93	2,679	3	17	608	70	28,242	13	473	11
Palmerston	788	923	10,720	12,371	24,802	151	4,198	9	55⅓	1,295	76	46,513	84	985	3
Makareao	..	..	..	..	..	..	..	..	2,561⅔	..	..	..	..	..	..
Dunback	41	21	538	486	1,086	12	540	1	40	95	23	11,416	..	1,577	3
Waikouaiti	226	377	1,969	3,037	5,609	118	2,827	3	17	1,855	74	26,132	153	845	23
Seacliff	179	436	2,554	3,609	6,778	149	1,684	..	12	386	8	630	258	299	24
Waitati	371	779	3,269	10,325	14,744	192	1,496	1	13	170	47	3,066	10	156	54
Port Chalmers, Upper	357	2,140	2,365	8,618	13,480	65	1,328	..	1	222	18	574	66	11	6
Sawyer's Bay	604	2,130	4,853	11,272	18,859	1,660	765	..	..	52	39	50	47	..	..
Port Chalmers (Coaching)	2,966	19,746	13,385	46,733	82,830	5,374	2,382	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	6	50	10	2	..	8	921	4
Burke's	267	2,052	605	6,239	9,163	1,378	49	..	1	4	..	..	3	..	..
Ravensbourne	858	6,047	2,531	24,185	33,621	5,827	202	..	..	..	..	..	..	..	..
Pelichet Bay	377	2,327	2,601	14,103	19,408	7,426	216	..	4	..	..	..	..	..	26⅓
Dunedin (Passenger)	19,511	62,435	83,112	230,813	395,871	17,426	..	..	..	..	..	..	..	..	..
,, (Parcels)	..	..	..	..	..	..	102,243	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	180	1,038	650	8	320	..	42,256	47⅓
Caversham	434	1,427	3,936	8,715	14,512	1,896	3,257	..	2	..	..	..	..	..	..
Burnside	504	1,509	3,111	10,578	15,702	1,897	95	3	46	9,043	597	54,030	676	369	..
Green Island	979	7,042	4,348	26,769	39,138	3,327	366	..	20⅔	..	..	..	..	560	1
Abbotsford	344	2,744	3,489	23,125	29,702	4,085	244	..	4	..	..	..	..	..	..
Wingatui	447	1,858	2,766	10,610	15,681	775	996	7	56	474	4	11,119	38	1,525	2
Middlemarch	299	335	1,151	1,134	2,919	62	4,330	6	58	1,036	53	23,559	176	1,299	4
Hyde	72	24	481	388	965	19	1,820	3	63	336	1	25,625	..	3,347	1
Ranfurly	395	224	1,367	1,048	3,034	..	2,019	5	117	213	33	19,018	..	1,280	1
Oturehua	77	59	418	385	939	8	1,069	2	193⅔	312	..	37,289	44	2,508	..
Omakau	158	98	1,287	1,096	2,639	35	1,082	3	51	478	2	15,430	..	1,541	..

Stations.	OUTWARD.											
	Timber, Hundreds of Superficial Feet.	Grain.	Merchandise.	Minerals.	Ordinary Passengers.	Season Tickets.	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.
		Ts. c.	Ts. c.	Ts. c.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lyttelton (Coaching)	..	..	..	..	15,233 16 7	2,141 4 11	574 15 2	118 9 7	*Cr.* 17 11 11	47 17 3	7 11 8	18,106 3 3
,, (Goods)	253,728	65,388 10	113,838 3	173,072 16	..	..	..	..	106,771 15 11	12,495 11 9	1,509 7 2	120,776 14 10
,, (Wharf)	16,328	452 19	9,839 5	6,437 8	..	..	..	..	1,862 16 11	..	..	1,862 16 11
Heathcote	22	2,615 4	21 8	17 15	820 11 1	484 4 3	42 18 3	4 17 6	645 10 8	0 5 0	83 0 0	2,081 6 9
Woolston	14	625 13	2,655 12	9,468 14	349 19 1	268 6 3	69 14 10	1 7 9	2,586 16 2	9 11 11	25 0 0	3,310 16 0
Opawa	..	0 19	0 7	..	344 7 9	352 8 9	26 7 1	1 17 7	1 5 3	..	..	726 6 5
Christchurch (Passenger)	..	..	..	..	87,487 18 1	8,767 7 0	..	149 6 7	..	193 0 10	557 11 4	97,155 3 10
,, (Parcels)	..	..	..	..	..	..	9,990 18 1	3,442 9 2	*Cr.* 113 6 6	12 9 10	..	13,332 10 7
,, (Goods)	32,163	16,040 13	46,720 3	4,158 9	..	..	..	..	56,610 17 2	1,717 13 1	1,343 7 10	59,671 18 1
,, (Manager)	..	..	..	..	..	69 19 5	..	..	..	0 4 2	..	70 3 7
Addington	8,867	19,584 13	1,995 15	512 12	1,263 3 1	224 6 6	514 11 11	78 6 10	14,869 16 10	138 3 6	393 3 6	17,481 12 2
Riccarton	1,808	5,291 9	81 5	35 12	412 12 2	18 0 4	23 15 1	14 1 9	1,138 6 6	2 6 1	..	1,609 1 11
Papanui	1,376	4,702 2	74 3	17 7	1,166 1 1	173 2 1	96 11 11	38 9 8	1,903 11 0	2 2 8	44 0 0	3,423 18 5
Styx	..	2,525 11	23 17	..	98 5 6	9 15 10	17 14 8	2 9 7	850 8 8	0 0 9	..	978 15 0
Belfast	207	13,006 15	11,629 14	43 0	899 18 11	125 2 8	57 15 2	10 16 4	9,832 1 1	12 4 10	100 12 6	11,038 11 6
Kaiapoi	2,003	14,625 4	403 13	563 14	3,279 18 11	191 18 2	339 12 9	83 14 1	5,408 8 7	42 1 0	121 2 8	9,466 16 2
Rangiora	336	6,618 15	954 19	241 1	5,047 6 5	257 10 2	403 7 8	98 15 0	4,191 11 10	41 4 6	158 17 9	10,198 13 4
Cust	5	3,083 9	59 15	12 8	424 15 2	17 2 1	71 3 0	10 14 10	1,264 2 0	4 7 4	2 0 0	1,794 4 5
Bennett's	..	1,496 8	28 17	12 0	605 8 8	6 16 8	30 0 1	5 2 9	782 15 11	0 5 0	3 10 0	1,433 19 1
Oxford East	24	370 12	145 16	4 0	704 0 9	3 16 8	180 18 6	15 5 6	1,428 17 4	5 18 7	8 0 10	2,346 18 2
Oxford West	8	489 2	51 10	8 11	788 10 3	15 14 11	59 13 9	8 0 0	743 5 11	3 6 11	14 1 3	1,632 13 0
Sefton	7	2,387 15	140 1	4 0	332 4 4	46 15 3	79 18 4	11 10 0	1,143 13 7	2 1 10	58 15 1	1,674 18 5
Amberley	98	754 6	116 18	73 12	859 16 9	17 0 8	167 0 4	16 18 8	1,715 14 9	10 4 10	121 1 6	2,097 17 6
Waipara	101	753 8	192 2	2,906 5	1,775 1 8	48 6 9	213 19 0	21 10 8	4,887 7 8	7 0 4	72 12 6	7,025 18 7
Mina	34	749 13	118 11	6 9	597 19 7	..	193 9 9	9 15 0	2,196 7 2	10 10 10	18 2 6	3,026 4 10
Parnassus	339	59 0	913 9	..	1,217 4 5	1 10 0	77 5 4	16 9 5	2,867 2 1	62 8 5	4 10 0	4,246 9 8
Waikari	..	662 5	127 0	6 3	1,401 16 10	11 5 2	77 19 7	14 17 4	1,625 16 4	0 9 5	46 0 0	3,178 4 8
Hawarden	58	1,552 18	182 12	..	615 15 3	21 9 4	93 6 3	11 13 1	3,590 11 3	10 7 2	5 1 0	4,348 3 4
Culverden	6	1,404 0	268 3	5 3	3,112 13 6	32 6 8	280 17 11	39 17 4	6,814 12 11	81 14 3	36 0 0	10,398 2 7
Hornby	..	3,525 10	2,150 6	10,588 7	428 6 11	85 14 9	926 10 3	8 6 0	2,902 19 7	10 19 3	64 10 0	4,427 6 9
Prebbleton	..	7,312 12	28 4	..	295 2 1	40 8 11	18 6 10	3 17 7	1,885 5 0	0 9 2	0 10 0	2,243 19 7
Lincoln	55	4,073 10	132 12	629 1	739 4 5	33 10 0	221 11 7	18 8 1	2,247 10 1	5 7 11	80 7 11	3,346 0 0
Springston	1	1,674 5	37 2	12 9	334 9 1	54 18 0	111 11 6	5 19 7	661 16 8	1 12 3	4 0 0	1,174 7 1
Ellesmere	6	3,253 0	43 6	..	134 15 8	9 8 0	102 12 4	2 10 6	1,359 17 5	0 17 2	26 0 0	1,636 1 1
Doyleston	..	961 2	54 12	6 6	440 17 9	29 16 8	153 18 3	6 8 3	676 1 3	9 17 1	..	1,316 19 3
Leeston	960	1,670 19	156 19	0 1	1,034 13 10	39 19 10	131 15 4	19 16 11	1,170 14 6	4 17 2	56 10 0	2,458 7 7
Southbridge	2,670	2,922 3	113 12	16 15	1,476 8 7	35 1 3	222 10 8	12 6 4	2,259 1 5	1 9 10	26 0 0	4,032 18 1
Little River	39	194 9	210 18	1,246 1	3,064 6 3	20 7 3	316 4 1	23 4 1	3,148 4 9	16 10 4	134 11 8	6,723 8 5
Islington	2	3,621 7	14,717 18	359 0	354 0 10	17 19 2	26 16 3	3 18 11	6,897 7 6	39 8 0	25 0 0	7,364 10 8
Templeton	..	2,436 17	38 0	5 5	482 7 5	11 5 9	74 14 8	9 6 1	716 5 3	2 7 10	20 15 0	1,317 2 0
Rolleston	..	1,445 3	48 6	20 0	758 19 2	10 19 2	55 14 8	14 7 9	867 3 1	3 0 1	5 5 0	1,715 8 11
Kirwee	1	1,306 12	197 13	6 19	541 1 7	31 4 8	57 15 2	10 1 10	1,035 16 0	3 2 3	7 10 0	1,686 11 6
Darfield	234	4,336 17	194 12	14 11	1,559 3 1	100 18 1	106 18 1	17 19 10	2,870 17 11	7 2 11	43 13 1	4,706 13 0
Sheffield	5	1,114 11	147 12	562 7	360 6 5	91 3 5	143 13 4	7 18 4	1,378 19 1	3 5 0	36 2 6	2,021 8 1
Springfield	54	644 0	183 4	597 19	1,324 15 6	36 12 6	149 10 7	6 11 2	1,875 7 6	2 10 7	4 0 0	3,399 7 10
Arthur's Pass	47	23 11	76 14	..	4,091 16 0	..	167 13 11	32 5 9	461 16 10	7 0 2	244 9 7	5,005 2 3
Coalgate	2	1,523 13	234 13	13,340 7	828 8 5	126 16 6	134 17 10	19 18 2	5,989 6 8	130 6 0	35 3 3	7,264 16 10
Burnham	..	1,327 17	62 3	10 0	433 9 2	9 9 2	14 8 7	5 2 3	834 3 4	0 4 7	1 0 0	1,297 17 1
Selwyn	..	328 8	25 9	8 4	146 13 5	39 11 8	49 18 9	2 8 9	250 3 8	2 4 8	6 15 0	497 15 11
Dunsandel	154	2,177 8	246 12	..	1,165 13 8	59 12 2	196 19 2	21 1 5	2,093 10 11	5 6 10	54 7 6	3,596 11 8
Rakaia	225	14,436 5	373 16	202 10	2,920 0 7	142 0 0	302 2 1	38 10 6	9,193 4 1	42 1 8	119 1 0	12,756 19 11
Methven	61	6,250 10	260 5	14 0	2,578 3 11	42 6 9	178 14 4	23 19 7	6,302 5 2	26 15 7	119 0 0	9,271 5 4
Chertsey	..	2,811 16	4,416 11	0 1	482 18 4	28 2 6	121 1 6	5 17 3	7,221 18 11	3 5 9	73 5 0	7,936 9 3
Ashburton (Coaching)	..	..	..	..	13,655 12 7	409 3 7	1,229 10 4	264 3 7	*Cr.* 18 18 4	13 16 6	..	15,553 8 3
,, (Goods)	4,059	12,345 14	2,823 18	1,084 13	..	..	..	..	9,349 13 1	103 3 8	919 5 9	10,372 2 6
Tinwald	209	4,414 7	224 16	284 19	295 18 1	150 0 8	90 13 5	3 16 10	5,019 11 7	12 15 7	65 10 0	5,638 6 2
Mount Somers	8	459 6	79 5	359 10	404 6 5	25 13 4	264 16 7	4 6 3	2,186 8 5	0 17 1	5 0 0	2,891 8 1
Winslow	46	1,530 2	29 8	..	117 10 2	21 17 6	63 15 2	1 5 11	1,325 11 2	18 17 9	41 1 3	1,589 18 11
Hinds	10	1,846 12	103 4	4 0	781 4 7	62 19 11	90 11 11	14 8 11	2,369 14 0	8 17 5	4 13 0	3,332 9 9
Rangitata	33	1,277 15	106 18	..	466 10 6	..	55 11 1	10 5 8	1,740 5 2	5 10 6	304 10 0	2,582 12 11
Orari	417	3,599 19	213 17	72 16	2,740 7 1	47 16 11	175 13 2	43 12 1	2,694 12 3	10 15 10	6 0 10	5,718 18 2
Winchester	..	2,609 8	160 1	5 10	664 16 7	21 9 1	68 7 2	9 14 8	1,498 15 3	5 16 11	37 17 6	2,306 17 2
Temuka	188	7,721 0	286 1	56 5	4,424 1 11	21 11 9	298 8 4	70 0 3	4,007 13 5	7 0 6	130 4 10	8,959 1 0
Washdyke	50	4,429 13	6,854 13	..	219 9 1	12 2 8	134 17 8	4 11 9	4,253 10 4	0 12 7	47 0 6	4,672 4 7
Pleasant Point	..	5,850 19	182 10	10 10	1,140 13 7	42 19 2	101 17 5	23 15 9	2,425 9 10	16 18 7	35 12 0	3,787 6 4
Albury	20	2,516 0	229 19	34 10	950 14 0	26 19 2	80 5 4	13 14 2	1,954 17 4	3 18 1	21 11 6	3,051 19 7
Fairlie	36	1,608 8	251 13	10 7	2,815 17 7	90 6 6	174 18 8	38 0 6	3,469 19 1	5 17 0	84 15 4	6,679 14 8
Timaru (Passenger)	..	..	..	..	24,468 1 6	779 5 6	..	10 9 2	..	15 1 1	6 4 0	25,279 1 3
,, (Parcels)	..	..	..	..	..	..	1,731 10 0	745 16 9	*Cr.* 25 14 4	5 8 11	18 13 4	2,475 14 8
,, (Goods)	17,328	56,068 0	10,036 11	20,724 7	..	..	..	..	24,896 17 3	3,087 12 4	1,507 17 5	29,492 7 0
,, (Wharf)	23,833	4,460 19	20,220 12	18,648 2	..	..	..	..	3,910 12 8	..	..	3,910 12 8
St. Andrew's	147	6,086 19	6,284 3	870 0	1,073 16 1	66 17 1	100 10 8	18 2 1	5,092 4 11	5 15 6	71 18 2	6,429 4 6
Makikihi	..	3,730 13	96 13	26 18	628 14 9	34 5 8	69 18 3	10 13 8	1,674 15 11	24 19 9	69 12 8	2,513 0 8
Studholme Junction	43	7,184 15	162 4	15 0	1,142 11 7	22 5 3	105 19 3	23 5 9	4,110 7 0	2 13 5	72 10 0	5,479 12 3
Waimate	542	5,591 17	762 13	93 0	5,064 4 1	52 5 7	639 9 10	103 4 11	5,214 13 6	27 9 10	246 2 2	11,347 9 11
Morven	58	4,874 16	131 4	4 2	704 14 0	27 0 0	112 18 5	8 5 3	2,557 8 1	5 4 5	2 0 0	3,417 10 2
Glenavy	9	831 12	140 18	21 6	757 18 8	19 8 10	211 7 1	16 11 9	1,180 19 1	4 19 0	7 7 6	2,198 11 11
Pukeuri	87	3,501 15	7,120 6	34 5	262 4 3	26 8 4	285 18 0	5 18 3	8,877 8 6	14 1 3	54 10 6	9,526 9 1
Duntroon	..	817 5	233 8	8 18	556 1 1	107 4 8	178 11 6	5 7 7	1,891 12 6	6 8 5	7 5 0	2,752 10 9
Kurow	..	876 11	215 6	..	2,513 12 5	16 12 6	172 3 10	22 9 3	3,584 12 9	11 18 11	7 17 4	6,329 7 0
Oamaru (Passenger)	..	..	..	..	16,119 19 1	471 14 3	..	43 10 0	..	12 5 8	..	16,647 9 0
,, (Parcels)	..	..	..	..	..	..	1,444 2 3	405 5 2	*Cr.* 37 13 2	4 19 11	..	1,816 14 2
,, (Goods)	6,555	19,037 13	4,296 6	1,237 9	..	..	..	..	9,257 2 5	324 6 4	456 14 10	10,038 3 7
Breakwater	11,635	380 17	4,009 16	6,563 3	..	..	..	..	1,580 15 7	1,130 12 7	..	2,711 8 2
Waiareka Junction	..	3,761 2	311 18	2,491 13	99 18 10	3 14 0	213 9 3	2 15 0	4,952 6 10	20 6 4	3 14 6	5,296 4 9
Ngapara	1	5,067 7	70 5	228 13	881 2 1	57 14 4	43 6 4	4 2 6	2,339 6 11	16 13 1	3 0 0	3,345 5 3
Maheno	5	3,794 4	205 6	881 5	755 0 2	95 1 5	195 17 6	12 8 9	5,099 11 6	8 9 2	17 1 0	6,183 9 6
Herbert	15	536 5	122 17	17 7	591 9 0	33 6 7	113 18 0	7 6 10	730 12 10	0 13 6	1 10 0	1,478 16 9
Hampden	8	1,125 5	387 12	3,605 9	981 10 10	47 13 3	158 6 0	16 0 7	2,796 6 2	3 2 6	53 1 5	4,056 0 9
Palmerston	136	539 13	362 9	3,977 13	3,751 12 2	123 9 3	274 4 5	41 12 4	3,305 13 2	34 18 0	52 10 0	7,583 19 4
Makareao	..	8 5	2 6	..	..	..	..	..	3,194 0 8	..	..	3,194 0 8
Dunback	22	223 1	112 0	31 16	172 13 11	15 16 6	42 4 10	2 10 9	1,067 1 9	3 12 11	7 0 0	1,311 0 8
Waikouaiti	35	689 13	261 2	8 0	952 19 7	123 18 2	168 8 0	12 17 2	1,956 12 6	10 18 8	18 10 4	3,244 4 5
Seacliff	13	266 1	337 17	40 8	938 6 7	325 8 10	214 4 11	5 2 9	545 6 4	31 14 9	3 10 0	2,063 14 2
Waitati	296	185 2	173 7	..	1,138 6 8	95 10 7	95 2 0	6 2 4	409 4 7	1 2 3	4 10 0	1,749 18 5
Port Chalmers, Upper	..	9 14	91 9	1 4	1,661 15 0	30 8 5	74 18 1	6 13 8	114 2 3	0 5 3	0 10 0	1,888 12 8
Sawyer's Bay	6	114 3	544 19	4,233 7	848 5 3	376 14 4	46 13 7	3 15 8	1,555 16 7	0 13 4	..	2,831 18 9
Port Chalmers (Coaching)	..	..	..	..	4,585 19 3	1,574 14 3	155 1 1	30 8 1	*Cr.* 1 18 0	2 3 1	2 1 8	6,348 9 5
,, (Goods)	3,869	964 14	32,306 1	3,670 5	..	..	..	..	7,751 19 5	1,106 4 3	182 16 0	9,040 19 8
Burke's	..	0 9	0 12	..	283 1 10	351 15 10	2 17 7	1 5 1	3 3 11	0 1 9	..	642 6 0
Ravensbourne	..	3 18	19 16	4 1	906 5 0	1,184 18 0	11 9 1	7 0 0	41 11 3	0 5 6	..	2,151 8 10
Pelichet Bay	163	208 13	70 4	11,533 4	876 2 4	791 1 6	11 11 2	8 3 4	1,443 15 3	5 12 1	..	3,136 5 8
Dunedin (Passenger)	..	..	..	..	87,212 0 10	9,338 16 6	..	183 16 8	..	64 7 7	767 8 9	97,566 10 4
,, (Parcels)	..	..	..	..	..	..	8,724 8 9	2,998 11 2	*Cr.* 58 12 5	260 5 1	..	11,924 12 7
,, (Goods)	32,160	32,718 2	45,309 17	11,449 17	..	..	..	..	90,789 9 6	1,388 2 5	960 10 0	93,138 1 11
Caversham	..	123 1	381 16	142 18	1,860 14 9	248 12 0	203 18 5	26 17 8	783 8 10	2 4 9	7 0 0	3,132 16 5
Burnside	202	11,077 6	7,715 17	17,662 19	477 16 7	282 5 7	11 16 11	2 4 3	16,425 13 8	27 15 5	5 10 0	17,233 2 5
Green Island	33	106 13	133 14	40,864 11	1,323 1 4	836 13 2	17 17 9	7 16 6	4,664 3 4	1 1 0	82 8 0	6,933 1 1
Abbotsford	..	26 2	25 0	22,735 7	1,267 19 0	700 5 3	11 14 11	8 4 2	2,384 14 8	1 16 5	..	4,374 14 5
Wingatui	34	472 19	358 1	5,998 19	1,027 2 6	176 8 1	121 19 7	11 19 3	1,853 7 10	2 6 6	8 18 4	3,202 2 1
Middlemarch	25	368 14	369 8	5 19	806 16 0	34 5 10	249 12 7	12 5 8	1,701 11 10	9 6 4	23 5 0	2,837 3 3
Hyde	17	588 0	591 12	72 9	189 17 3	9 17 6	143 3 3	2 16 5	2,872 17 4	5 14 9	3 0 0	3,227 6 6
Ranfurly	203	421 14	651 3	12 1	1,113 8 4	..	160 12 5	13 19 0	2,234 11 3	7 15 10	12 15 0	3,543 1 10
Oturehua	5	696 18	566 17	20 2	383 19 0	4 3 4	87 13 5	4 16 3	3,914 2 8	8 18 6	..	4,403 13 2
Omakau	11	476 10	383 18	26 14	870 15 6	18 2 6	120 0 3	7 14 9	2,107 9 4	7 7 10	2 0 0	3,133 10 2

INWARD.													Stations.
Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Hundreds of Superficial Feet.	Grain.	Merchandise.	Minerals.	
										Ts. c.	Ts. c.	Ts. c.	**SOUTH ISLAND MAIN LINES & BRANCHES**—*continued.*
13,589	..	..	..	..	..	..	..	..	..	..	..	..	Lyttelton (Coach'g).
..	196	4,633⅔	1,304	89	25,248	903	85,908	75	20,569	90,486 9	68,173 1	9,864 6	,, (Goods).
..	..	..	..	..	..	..	90,762	..	839	22,297 5	4,291 7	42 3	,, (Wharf).
420	..	26	..	..	..	..	..	6	303	1,632 12	132 12	2,147 8	Heathcote.
163	2	102	7	..	..	37	6,897	12	897	1,308 2	6,754 13	7,238 10	Woolston.
164	..	..	..	..	..	..	..	..	..	8 10	1 19	..	Opawa.
..	..	..	..	..	..	..	..	..	..	..	..	..	Christchurch (Pass.).
42,111	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
..	66	1,819⅓	489	4	55	8	45,167	514	138,587	27,875 12	101,225 10	104,978 16	,, (Goods).
..	..	..	..	..	..	..	..	..	..	..	..	..	,, (Man'gr).
26,267	13	999⅔	12,801	1,467	495,860	23,126	10,316	94⅔	60,390	23,980 9	1,938 12	12,971 18	Addington.
444	..	69	..	..	..	..	..	80⅔	11,383	5,928 15	62 17	7,102 7	Riccarton.
618	3	18	111	1	739	..	..	23	9,689	568 7	120 12	3,768 17	Papanui.
222	2	5	5	..	42	..	..	..	..	92 2	30 2	314 8	Styx.
561	1	562⅔	1,816	133	352,138	3,296	6,759	4⅔	15,535	10,776 19	1,931 6	13,385 17	Belfast.
2,803	4	135	86	6	4,069	35	1,959	9	7,170	2,368 12	803 9	6,313 1	Kaiapoi.
7,762	9	234	608	5	31,728	57	403	56	6,560	4,569 11	2,466 9	4,264 3	Rangiora.
2,392	5	9	61	9	3,730	9	..	..	1,124	729 13	330 4	902 11	Cust.
2,020	6	45	58	3	6,846	5	..	..	445	1,931 16	270 18	1,542 2	Bennett's.
3,027	3	11	243	28	5,919	44	..	..	832	779 3	706 12	796 14	Oxford East.
1,464	2	4	27	4	523	..	..	..	460	329 11	102 1	262 9	Oxford West.
2,309	2	14	69	2	3,509	22	444	3	434	700 18	264 18	1,185 16	Sefton.
4,281	3	81⅓	287	38	10,511	21	1	24	1,986	930 12	565 17	816 3	Amberley.
1,617	22	45	135	33	9,744	3	..	16⅓	2,494	451 11	437 18	226 5	Waipara.
5,783	10	30	200	19	8,382	26	..	23	1,698	1,454 0	898 8	3,892 3	Mina.
2,140	12	18	232	..	2,738	51	..	4	2,287	605 0	360 6	289 0	Parnassus.
2,806	8	75	52	2	1,537	27	..	21	524	603 5	376 4	567 3	Waikari.
2,726	8	37	42	33	3,113	15	..	10⅓	1,558	636 16	627 7	571 17	Hawarden.
7,194	16	34	1,320	134	11,415	15	..	27	5,033	1,799 12	2,426 0	1,664 8	Culverden
645	2	29	504	61	22,599	3,303	..	8	872	877 5	932 12	4,565 5	Hornby
411	1	3	26	15	2,410	1	..	1	70	414 2	105 2	343 6	Prebbleton
1,857	1	10	84	2	4,824	390	..	25	2,119	1,082 1	350 4	2,773 2	Lincoln.
827	..	5	33	4	1,780	347	..	3	320	323 13	219 9	542 19	Springston.
638	1	8	33	3	2,593	12	..	..	174	458 19	76 6	164 2	Ellesmere.
1,479	..	4	218	6	5,748	320	..	2	479	778 10	285 15	821 8	Doyleston.
3,132	2	9	140	3	6,148	3	..	4⅓	1,118	815 8	538 19	1,121 9	Leeston.
2,744	3	4	59	1	7,268	654	..	3	761	971 4	508 19	1,054 8	Southbridge.
4,952	6	49	1,119	42	21,755	422	..	3	1,994	978 5	763 5	2,126 2	Little River.
245	..	30	1,641	11	470,891	..	..	1	6,097	7,039 7	3,369 15	8,395 15	Islington.
475	3	9	42	1	2,608	..	..	1	543	502 12	174 4	995 12	Templeton.
887	3	14⅓	35	3	3,386	13	..	4	468	670 14	153 13	365 14	Rolleston.
2,144	2	15	47	13	15,348	62	..	4	714	1,296 16	418 15	746 10	Kirwee.
2,461	4	3	38	..	5,181	8	..	4	987	713 12	553 2	1,792 8	Darfield.
1,965	4	13	177	103	12,684	28	..	4	884	915 15	361 14	674 1	Sheffield.
2,581	1	4	135	16	7,432	14	..	28	478	767 19	421 9	441 0	Springfield.
3,275	2	30	780	27	7,245	..	..	35	310	894 2	381 18	436 12	Arthur's Pass.
4,549	7	18	166	80	8,194	8	..	36⅓	2,476	1,492 7	1,007 10	875 12	Coalgate.
583	6	26	51	8	1,563	..	..	8	143	332 10	184 8	205 1	Burnham.
395	1	1	20	2	6,601	15	..	3	343	479 9	119 1	307 11	Selwyn.
1,887	6	10	932	..	9,587	113	..	10	1,193	811 14	455 11	741 12	Dunsandel.
4,827	3	12	151	..	25,627	36	..	12⅓	2,111	2,379 9	1,055 18	1,944 5	Rakaia.
5,974	30	9	507	4	37,922	190	1	27	6,594	4,207 11	1,804 1	3,146 13	Methven.
1,798	..	14	132	8	71,556	..	47	1	1,403	931 16	470 0	1,362 8	Chertsey.
18,347	..	..	..	..	..	..	..	..	..	..	..	..	Ashburton (Coach'g).
..	17	158	398	28	20,469	164	1,362	111⅔	22,008	9,705 9	5,793 16	13,751 2	,, (Goods).
526	3	5	191	6	34,957	51	20	32	1,475	204 1	267 2	2,029 0	Tinwald.
4,805	15	27	222	2	12,181	142	99	3	3,407	2,352 6	1,031 3	1,037 9	Mount Somers.
395	..	1	54	..	4,914	..	..	2	229	646 18	122 5	477 16	Winslow.
2,089	5	14	72	2	9,232	82	1	5	1,684	1,779 2	491 6	963 5	Hinds.
1,519	6	2	23	5	843	..	..	..	812	658 10	207 15	249 15	Rangitata.
4,046	10	9	232	20	8,234	..	..	6⅔	1,584	1,383 6	973 16	1,741 18	Orari.
1,060	4	198	42	4	1,565	..	320	2⅓	1,548	955 18	394 0	1,262 16	Winchester.
6,191	7	12	342	2	7,316	3	1,202	14⅔	5,677	2,099 5	1,093 6	3,562 10	Temuka.
789	1	22	529	73	42,300	72	291	2	2,873	4,076 7	410 19	3,635 8	Washdyke.
2,414	6	7	118	17	5,831	..	29	13⅓	1,734	1,569 17	502 10	1,531 3	Pleasant Point.
3,782	6	18	165	4	1,476	4	..	13⅔	2,434	1,795 18	890 14	1,324 2	Albury.
5,290	3	21⅔	254	33	2,906	2	131	30	4,555	2,078 19	1,496 12	2,211 0	Fairlie.
..	..	..	..	..	..	..	..	..	..	..	..	..	Timaru (Pass.).
22,302	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
..	27	2,001⅔	974	11	205,988	..	28,690	141⅔	28,054	51,407 17	40,065 15	25,871 11	,, (Goods).
..	..	..	..	..	..	..	30,120	..	86	34,770 10	1,919 8	16 5	,, (Wharf).
2,721	3	8	396	15	98,490	..	51	..	3,200	3,002 16	924 7	3,985 10	St. Andrews.
1,322	5	6	115	18	2,756	..	..	14	2,161	1,553 17	501 13	771 16	Makikihi.
906	2	89	132	1	3,914	52	..	5	625	1,582 0	275 12	731 19	Studholme Junction.
7,629	10	59	96	..	2,995	..	..	41	10,976	3,754 0	3,075 18	8,910 0	Waimate.
1,685	1	14	17	2	4,148	..	..	14⅓	996	867 10	286 0	1,008 4	Morven.
2,169	2	15	30	1	1,671	..	..	3	798	860 11	397 4	640 6	Glenavy.
1,206	..	19⅓	307	1	105,895	..	7	1	285	1,208 5	1,673 7	3,046 12	Pukeuri.
4,429	8	39⅓	54	..	962	..	..	8	1,568	1,246 18	772 12	851 10	Duntroon.
5,029	13	41	294	9	6,034	..	..	29⅓	3,849	1,349 14	1,366 4	1,939 14	Kurow.
..	..	..	..	..	..	..	..	..	..	..	..	..	Oamaru (Pass.).
35,558	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
..	19	583	390	1	5,597	..	11,442	189	23,002	15,217 10	9,109 8	13,993 14	,, (Goods).
..	..	524	1	..	109	..	10,732	..	9	16,074 3	3,601 12	3,969 10	Breakwater.
302	..	13	375	25	5,005	..	..	6	540	222 2	51 12	1,951 14	Waiareka Junction.
6,386	17	82	214	3	7,143	..	..	21	2,328	6,470 19	965 1	2,282 19	Ngapara.
2,365	3	20	135	27	5,297	..	14	15	1,718	1,818 13	535 16	1,397 8	Maheno.
1,415	2	9	7	..	1,881	..	..	1	876	724 12	244 0	749 9	Herbert.
3,085	..	43	44	..	5,562	..	..	6	1,069	1,069 2	391 2	880 13	Hampden.
5,722	3	34	274	3	4,533	..	..	12	1,382	1,200 8	839 13	1,739 18	Palmerston.
..	..	..	..	..	..	..	..	..	..	37 4	17 3	4,464 9	Makareao.
1,039	..	20⅓	4	17	866	..	..	8⅓	383	529 9	278 12	759 5	Dunback.
2,966	3	32	422	3	2,729	6	..	20	1,329	686 10	463 13	2,141 3	Waikouaiti.
3,116	..	46⅓	226	4	2,064	4	..	1	1,655	871 1	513 5	2,594 4	Seacliff.
1,488	4	14	118	27	2,618	60	..	..	711	538 13	324 13	766 3	Waitati.
121	..	1	55	2	173	..	..	..	3	8 18	26 10	4 0	Port Chalmers, Upper
665	..	72	110	18	..	64	..	1	221	398 3	1,443 11	2,068 15	Sawyer's Bay.
4,480	..	..	..	..	..	..	..	..	..	..	..	..	P. Chalmers (Coach'g)
..	..	560⅓	331	..	59	133	45,307	3	22,641	7,640 2	32,696 3	9,046 0	,, (Goods).
161	..	..	..	..	..	..	..	..	..	1 19	5 15	47 11	Burke's.
411	..	11	..	..	..	..	..	1	377	44 1	24 3	1,720 10	Ravensbourne.
141	..	38	..	..	..	..	..	22	214	6,697 0	107 5	19,589 0	Pelichet Bay.
..	..	..	..	..	..	..	..	..	..	..	..	..	Dunedin (Pass.).
61,304	..	..	..	..	..	..	..	..	..	..	..	..	,, (Parcels).
..	21	9,430⅔	1,596	2	3,296	25	50,091	283⅔	70,922	49,846 8	29,957 10	109,466 10	,, (Goods).
2,427	..	12	..	..	..	..	..	27⅓	191	660 7	206 7	4,939 10	Caversham.
279	..	160⅔	16,684	716	312,345	4,269	3,865	6	4,038	2,724 10	979 13	27,146 6	Burnside.
549	..	383⅔	..	..	..	..	216	36⅓	1,441	560 8	349 8	6,149 13	Green Island.
338	..	4	..	..	..	..	..	14	457	23 8	24 7	218 6	Abbotsford.
1,922	1	10	503	5	3,323	..	..	2	306	199 9	126 11	580 17	Wingatui.
4,052	14	33	316	28	5,519	15	..	29⅔	1,504	823 19	709 4	1,367 4	Middlemarch.
1,691	5	13⅔	51	2	1,225	..	..	2	369	244 15	198 14	398 2	Hyde.
5,509	22	3	113	3	3,525	4	1	14⅓	1,934	841 9	1,247 8	2,330 7	Ranfurly.
2,105	2	4	34	..	7,179	7	..	4	529	305 6	427 7	87 9	Oturehua.
3,156	11	20	385	..	3,582	1	556	10⅔	1,261	994 13	929 18	1,386 15	Omakau.

RETURN No. 12—*continued.*

STATEMENT OF REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1916—*continued.*

OUTWARD.

Stations.	Number of Tickets. First-class Single.	First-class Return.	Second-class Single.	Second-class Return.	Total.	Number of Season Tickets.	Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Hundreds of Superficial Feet.	Grain.	Mer-chandise.	Minerals.
SOUTH ISLAND MAIN LINES & BRANCHES—*continued.*																	Ts. c.	Ts. c.	Ts. c.
Alexandra	393	258	1,338	900	2,889	1	3,863	2	2	70	..	1,727	..	545	8	145	710 9	496 17	32 14
Clyde	751	385	2,872	2,342	6,350	69	4,053	3	54	374	4	7,208	23	5,648	2	16	2,117 18	425 1	4 0
Mosgiel	1,335	5,255	10,403	43,386	60,379	4,397	4,903	18	447	1,217	89	7,201	181	351	46	189	4,718 4	676 8	11,418 2
Outram	432	349	4,483	4,313	9,577	84	1,981	4	147⅓	210	26	5,798	133	1,548	4	21	1,653 4	117 7	66 0
Allanton	69	468	1,130	6,501	8,168	34	1,632	2	288⅓	760	38	5,354	177	254	6	18	3,928 14	108 12	59 18
Henley	133	110	1,400	2,673	4,316	20	1,432	7	79⅔	746	157	5,596	241	452	..	79	884 14	199 1	10 3
Waihola	107	83	944	1,191	2,325	12	1,093	..	61	151	6	4,436	..	303	2	2	313 4	132 12	9,032 17
Milburn	5	74	871	1,165	2,115	9	457	..	1,676⅓	175	10	9,476	14	243	..	1	772 0	91 12	855 18
Milton (Coaching)	683	1,265	6,042	11,891	19,881	118	4,920	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	11	690	514	41	30,872	76	1,247	2	207	4,207 7	840 15	16,815 19
Waitahuna	41	91	1,044	2,514	3,690	41	1,404	3	129	222	..	12,743	..	859	..	..	435 10	126 6	39 1
Lawrence (Coaching)	515	850	4,420	6,333	12,118	25	3,088	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	4	112	245	..	19,530	91	1,088	1⅓	151	728 5	1,739 8	9 1
Beaumont	342	110	1,481	615	2,548	..	2,796	1	41	187	..	5,174	46	2,754	1	..	2,139 11	529 9	8 5
Lovell's Flat	33	142	834	1,250	2,259	44	1,235	..	245	105	18	10,818	17	541	2	45	1,153 4	75 9	29,134 3
Stirling	162	761	4,077	6,580	11,580	120	2,085	3	401⅓	2,356	178	9,283	195	370	..	9	1,979 3	245 10	122,824 8
Balclutha (Coaching)	880	1,656	13,761	12,929	29,226	126	9,643	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	19	711	1,833	68	41,821	59	5,030	378⅔	3,338	4,994 1	5,681 15	713 12
Owaka	96	95	2,344	2,477	5,012	17	4,310	4	41⅔	568	..	11,091	..	466	511⅓	27,590	465 3	610 1	168 19
Maclennans	24	44	1,015	2,924	4,007	..	548	2	..	171	3	2,719	7	64	140⅔	5,627	51 19	130 12	..
Waiwera	100	36	1,122	1,535	2,793	30	1,222	3	355	88	1	20,430	63	863	..	42	600 11	204 3	..
Clinton	267	429	7,081	9,896	17,673	43	1,357	4	252⅓	550	38	22,672	..	1,566	..	20	528 7	188 7	..
Waipahi	116	149	1,416	2,450	4,131	13	1,825	..	379	72	..	12,796	..	1,300	2	8	1,289 18	149 16	582 0
Tapanui	190	172	1,258	1,257	2,877	..	901	1	49	142	1	18,662	20	323	8	4	785 1	115 14	544 0
Kelso	104	105	998	1,104	2,311	..	619	1	58	169	8	15,946	..	1,058	7	57	1,197 14	115 1	15 6
Heriot	178	124	2,756	2,567	5,625	3	2,687	6	72	217	..	43,250	36	3,423	2	52	3,595 14	245 9	15 16
Pukerau	39	80	1,159	3,279	4,557	87	1,024	1	307⅓	1,491	3	11,719	6	1,861	2	69	3,542 0	214 18	593 12
Gore (Coaching)	1,637	2,550	21,177	25,683	51,047	586	14,009	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	20	605	1,383	41	39,334	84	5,512	13⅓	1,061	13,200 14	2,420 4	3,925 18
Riversdale	159	207	2,363	3,313	6,042	76	4,886	6	327	279	69	29,664	..	1,702	1	87	6,273 16	349 1	25 16
Switzers	65	98	1,197	2,264	3,624	65	472	..	5	408	66	10,788	..	1,334	5	..	426 12	140 18	5 8
Balfour	86	97	1,191	2,169	3,543	119	865	2	219	310	1	16,654	..	1,549	1	5	3,529 19	144 4	24 1
Mataura	231	365	4,991	12,757	18,344	332	1,883	12	285	600	60	8,285	44	2,061	3	9	4,070 8	7,525 18	8,061 18
Edendale	363	452	4,308	8,049	13,172	205	986	5	118	1,093	80	9,665	6	607	168	7,123	4,116 15	379 18	4 10
Wyndham	295	779	3,835	6,612	11,521	188	1,289	4	107	892	2	4,967	54	1,397	6	8,362	2,561 19	648 3	355 11
Woodlands	164	371	2,576	6,176	9,287	128	955	1	253	343	3	11,582	9	873	99⅓	883	2,342 5	1,318 12	23 11
Invercargill (Passenger)	6,601	15,124	70,079	126,328	218,132	3,446	..	..	..	..	..	..	..	..	..	..	..	..	..
,, (Parcels)	..	..	..	..	..	..	65,239	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	131	415	3,718	60	22,519	25	19,410	241	34,998	31,546 12	20,845 3	7,086 12
Waimahaka	222	596	6,741	11,353	18,912	63	971	5	102	1,624	31	15,019	..	1,263	159	18,948	724 19	293 8	904 7
Bluff (Coaching)	718	4,777	6,350	22,351	34,196	912	7,229	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	7	278	41	..	..	..	31,937	2	2,777	48,682 16	20,551 0	22,764 2
,, (Wharf)	..	..	..	..	..	..	..	..	..	..	..	..	..	160	..	265	6,943 0	1,782 15	2,236 6
Makarewa	68	111	1,779	1,492	3,450	692	1,141	5	465	1,555	213	20,060	5	3,605	23	20,140	5,919 7	6,314 12	9,443 4
Thornbury	151	191	2,785	5,446	8,573	119	689	2	167⅔	141	22	10,232	..	305	2	462	633 4	161 7	202 0
Riverton	430	1,093	5,316	5,377	12,216	332	3,707	6	69⅔	505	6	1,829	9	159	330⅔	60,120	910 18	1,320 15	262 1
Orepuki	168	323	3,883	4,370	8,744	223	2,036	2	75	1,048	252	7,613	..	218	149⅓	32,120	1,091 11	344 0	60 0
Tuatapere	273	460	5,034	7,188	12,955	1	881	2	107⅓	279	1	11,528	..	1,243	267⅔	31,656	959 3	323 17	31 12
Fairfax	43	49	839	1,727	2,658	47	320	3	85	108	42	12,098	..	598	24	9,049	1,828 14	122 2	6,787 11
Otautau	341	532	2,695	5,012	8,580	224	1,997	5	134⅓	859	5	28,493	35	1,857	27⅓	10,158	3,955 3	535 9	28,936 6
Nightcaps	244	671	2,578	6,605	10,098	120	765	..	110⅓	35	..	4,002	8	1,557	1	18	1,205 18	239 14	49,112 18
Winton	582	830	7,884	12,812	22,108	273	3,827	6	1,590⅓	394	100	32,004	15	2,145	24	2,756	6,247 6	746 17	1,238 5
Centre Bush	69	98	1,050	1,625	2,842	95	1,668	2	234⅓	778	49	47,581	..	2,047	16	11,772	4,736 6	907 10	10 15
Dipton	108	137	1,044	1,736	3,025	28	1,144	1	73	255	..	20,320	..	1,009	..	4	1,443 17	148 5	2,860 1
Lumsden	690	892	7,521	9,550	18,653	111	5,893	6	192	1,114	117	39,927	..	5,323	18	35	2,247 7	789 15	16 9
Kingston	180	130	1,615	2,000	3,925	16	463	1	..	31	..	731	..	..	13	3	42 0	41 1	..
Through traffic (Lake Wakatipu)	961	2,572	2,138	3,037	8,708	..	3,476	3	27	167	3	6,910	..	3,260	7	1,637	1,857 3	1,302 4	1,667 2
Through traffic (Westland)	356	268	998	702	2,324	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chief Accountant	5,337	277	4,341	14,112	24,067	289	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	169,309	308,501	834,994	1,601,101	2,913,905	114,403	642,942	1,238	30,233⅓	99,208	6,176	3,456,716	39,753	526,653	4,558⅓	716,758	663,128 18	455,013 18	744,122 11
WESTLAND SECTION—																			
Ross	424	667	6,041	8,709	15,841	52	522	..	..	378	10	4,021	..	191	53	1,219	253 8	90 10	213 16
Hokitika	1,724	1,571	10,643	8,671	22,609	152	2,895	9	91	36	28	72	..	369	79⅔	120,270	738 18	1,855 19	119 10
Kumara	414	613	2,578	3,694	7,299	58	574	..	51	582	19	2,835	..	108	307	112,313	287 16	491 16	334 12
Greymouth (Coaching)	5,634	5,825	43,614	41,172	96,245	2,063	17,434	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	..	..	..	..	..	..	9	32⅓	669	2	2,868	..	..	71⅓	2,062	4,109 17	4,311 7	586 14
,, (Wharf)	..	..	..	..	..	..	..	3	207	6	..	27	..	..	..	936	3,317 9	8,056 17	750 19
Runanga	212	308	7,146	19,940	27,606	4,336	348	1	16⅔	1	..	..	..	16	169⅔	1,524	102 2	211 15	114,566 2
Rewanui	..	13	3,205	1,588	4,806	61	17	..	..	..	..	..	..	..	..	4	1 6	39 12	115,634 1
Brunner	107	240	1,724	3,323	5,394	160	1,395	1	1	..	..	..	..	..	2	442	85 9	118 7	16,100 1
Stillwater	277	393	2,914	2,052	5,636	73	1,400	1	..	14	14	50	2	10	124⅓	90,260	12 1	196 17	20,446 12
Ngahere	220	325	3,561	4,606	8,712	89	1,609	2	26	250	9	2,542	..	42	70	16,940	26 9	105 6	105 15
Blackball	103	517	3,059	6,880	10,559	41	306	..	..	..	..	..	..	..	..	..	24 5	1,029 18	230,385 5
Ahaura	269	266	1,305	1,747	3,587	23	1,321	..	8	592	2	5,227	2	264	57	598	12 16	81 1	272 14
Ikamatua	259	269	2,002	2,330	4,860	25	1,557	2	67⅔	259	4	2,651	..	173	59	25,904	86 8	242 9	824 12
Reefton	2,011	1,294	8,168	6,409	17,882	73	1,121	2	6	62	45	2,096	..	81	14	1,876	165 19	394 19	2,698 2
Moana	172	108	1,990	966	3,236	11	1,718	7	4	291	58	2,587	3	139	123	135,549	48 2	329 17	1,692 4
Otira	1,302	565	2,537	1,553	5,957	3	1,388	..	1	310	1	3,619	..	..	13	312	59 19	96 0	7 0
Chief Accountant	..	..	..	937	937	12	..	..	..	..	..	..	..	..	..	..	..	..	..
Through traffic (S.I.M.L. & B.)	356	268	998	702	2,324	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	13,484	13,242	101,485	115,279	243,490	7,232	33,605	37	511⅔	3,450	192	28,595	7	1,393	1,143	510,209	9,332 4	17,652 10	504,737 19
WESTPORT SECTION—																			
Westport	245	222	11,755	11,232	23,454	188	4,357	14	248	18	1	2,321	..	..	477⅔	806	2,299 12	3,110 7	378 16
Waimangaroa Junction	61	245	4,668	6,198	11,172	338	2,081	1	19	1	..	70	..	9	297	3,348	580 12	342 5	260,116 5
Granity	77	476	8,711	13,283	22,547	558	1,072	1	58	12	10	77	..	2	6	2,832	148 2	272 5	431,505 3
District Office	..	..	..	191	191	2	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	383	943	25,134	30,904	57,364	1,086	7,510	16	325	31	11	2,468	..	11	780⅔	6,986	3,028 6	3,724 17	692,000 4
NELSON SECTION—																			
Port	..	..	..	..	..	..	134	3	10	..	..	354	26	21	1	513	2,133 4	2,695 7	8,134 3
Nelson	1,680	2,592	23,794	18,204	46,270	822	4,027	2	116	28	3	206	..	408	3	675	3,203 16	3,711 0	438 18
Wakefield	156	95	3,136	3,808	7,195	346	1,305	5	259	109	17	4,093	9	1,001	76	4,165	2,360 13	431 4	2,486 10
Belgrove	261	542	7,087	8,851	16,741	64	302	..	68	6	9	1,482	..	306	271	2,371	120 4	86 6	49 4
Kohatu	32	42	736	855	1,665	23	1,519	1	179⅔	58	2	12,032	..	1,527	102	12,455	535 16	191 13	..
Glenhope	764	214	4,757	4,450	10,185	6	581	2	..	133	..	6,501	76	787	13	207	109 14	131 0	..
District Office	..	..	..	180	180	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	2,893	3,485	39,510	36,348	82,236	1,261	7,868	13	632⅔	334	31	24,668	111	4,050	466	20,386	8,463 7	7,246 10	11,108 15
PICTON SECTION—																			
Picton	2,804	5,352	10,369	15,671	34,196	161	1,299	15	228	32	..	3,160	21	109	109	1,423	2,551 6	5,535 10	8,629 14
Blenheim	3,680	6,027	13,077	13,388	36,172	210	4,768	13	1,668	201	232	65,659	208	7,917	33	2,982	6,244 6	1,686 13	237 7
Ward	515	409	3,334	5,153	9,411	..	1,040	7	527	285	4	25,125	244	4,546	..	8	988 15	161 12	..
District Office	..	..	..	198	198	2	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	6,999	11,788	26,780	34,410	79,977	373	7,107	35	2,423	518	236	93,944	473	12,572	142	4,413	9,784 7	7,383 15	8,867 1
LAKE WAKATIPU STEAMERS— Totals	1,719	5,337	3,353	4,260	14,669	7	8,097	7	27	292	65	12,088	..	3,289	8	1,847	1,929 14	1,604 13	1,851 17

Stations.	Ordinary Passengers.	Season Tickets	Parcels, &c.	Luggage, Mails, and Miscellaneous.	Goods.	Miscellaneous.	Rents and Commission.	Total Value forwarded.
SOUTH ISLAND MAIN LINES & BRANCHES—*continued.*	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alexandra	1,177 1 2	13 0 0	202 16 3	14 1 7	1,738 8 0	7 9 5	6 0 0	3,158 16 5
Clyde	3,313 3 5	80 11 2	301 2 1	23 13 0	4,779 7 6	24 5 2	26 0 0	8,548 2 4
Mosgiel	5,175 12 6	998 19 1	962 13 0	99 17 10	3,249 19 10	30 18 10	3 10 0	10,521 11 1
Outram	906 0 11	69 9 5	154 0 7	9 17 2	903 14 3	1 8 7	1 0 0	2,045 10 11
Allanton	720 9 1	20 4 4	141 12 4	8 15 7	1,369 14 7	1 9 6	..	2,262 5 5
Henley	371 19 1	12 14 8	97 8 6	10 1 0	796 1 1	4 14 9	1 0 0	1,293 19 1
Waihola	273 3 0	13 3 2	45 18 0	4 7 8	2,071 9 1	6 0 7	0 10 0	2,414 11 6
Milburn	277 11 2	4 16 2	40 0 10	3 1 1	2,666 13 7	47 13 8	..	3,039 16 6
Milton (Coaching)	5,194 18 10	116 14 7	357 12 11	69 11 9	*Cr.* 7 13 6	2 7 9	0 10 0	5,734 2 4
,, (Goods)	..	..	..	..	8,322 9 9	198 17 9	144 12 6	8,666 0 0
Waitahuna	656 1 0	23 0 10	69 17 7	7 5 8	1,023 8 6	7 15 8	3 5 0	1,790 14 3
Lawrence (Coaching)	2,671 13 8	95 4 6	205 16 1	28 11 11	*Cr.* 27 5 3	11 13 11	14 2 8	2,999 17 6
,, (Goods)	..	..	..	..	4,253 5 4	..	..	4,253 5 4
Beaumont	894 14 1	..	175 18 9	14 12 6	3,482 7 6	4 3 10	1 0 10	4,572 17 6
Lovell's Flat	357 13 5	24 16 10	54 7 9	4 8 1	8,301 3 10	285 3 9	..	9,027 13 8
Stirling	2,444 6 7	81 11 2	154 6 10	14 4 1	41,623 19 8	336 5 5	8 0 0	44,662 13 9
Balclutha (Coaching)	6,375 8 7	136 2 6	696 9 5	133 12 4	*Cr.* 8 5 3	8 7 11	..	7,341 15 6
,, (Goods)	..	..	..	..	13,278 18 7	742 18 9	78 5 0	14,100 2 4
Owaka	1,162 13 3	11 9 4	353 19 0	14 16 6	6,058 10 1	13 17 5	22 10 0	7,637 15 7
Maclennans	973 13 0	..	29 18 3	2 4 2	1,376 2 10	7 15 1	20 0 0	2,409 13 4
Waiwera	597 8 9	33 13 4	67 3 11	5 7 1	1,862 1 6	0 11 3	..	2,566 5 10
Clinton	2,932 15 7	106 7 6	99 15 5	20 2 7	2,086 5 10	10 17 6	364 5 10	5,620 10 3
Waipahi	799 10 3	6 15 0	98 18 0	7 9 11	2,332 1 2	1 2 11	70 6 9	3,316 4 0
Tapanui	856 1 5	..	94 15 10	9 6 9	1,408 11 4	2 5 9	2 11 8	2,373 12 9
Kelso	523 7 10	..	55 2 2	5 17 0	1,952 10 10	8 17 2	46 2 6	2,591 17 6
Heriot	1,429 15 1	2 16 1	183 6 5	17 11 5	5,182 2 6	1 12 6	64 10 0	6,881 14 0
Pukerau	652 3 4	50 6 7	82 4 5	5 10 0	3,069 11 10	2 12 8	56 12 9	3,919 1 7
Gore (Coaching)	11,762 13 7	598 14 8	943 3 7	275 0 1	*Cr.* 15 5 0	9 1 6	..	13,573 8 5
,, (Goods)	..	..	..	..	12,048 13 9	47 18 2	1,356 2 7	13,452 14 6
Riversdale	1,087 15 0	49 1 4	295 18 4	12 5 6	4,514 14 9	4 8 1	87 7 6	6,051 10 6
Switzers	906 16 5	34 13 4	40 12 11	10 4 1	1,089 4 1	1 2 3	..	2,082 13 1
Balfour	828 12 5	63 6 8	61 12 5	11 1 9	3,136 14 3	3 19 4	30 5 0	4,135 11 10
Mataura	3,064 11 1	290 15 9	131 1 7	40 10 6	10,966 2 3	8 12 8	88 14 0	14,590 7 10
Edendale	2,753 11 3	123 2 4	123 17 7	30 1 1	3,340 3 3	4 5 11	90 17 0	6,465 18 5
Wyndham	2,073 18 3	130 10 10	127 16 3	24 1 2	3,312 10 8	19 5 2	26 7 6	5,714 9 10
Woodlands	1,370 3 6	92 14 4	107 9 7	17 2 7	2,390 7 7	9 13 4	14 12 0	4,000 2 11
Invercargill (Passenger)	40,693 15 5	3,730 14 5	..	0 15 0	..	44 17 1	..	44,470 1 11
,, (Parcels)	..	..	4,504 9 0	903 3 1	*Cr.* 36 4 8	141 14 7	..	5,513 2 0
,, (Goods)	..	..	..	..	38,423 7 3	455 6 6	1,492 18 0	40,371 11 9
Waimahaka	2,564 8 6	36 8 7	81 1 2	6 13 0	4,474 6 0	7 6 8	51 16 6	7,222 0 5
Bluff (Coaching)	3,141 7 2	430 1 2	513 0 7	23 6 6	*Cr.* 3 12 3	2 17 4	..	4,107 0 6
,, (Goods)	..	..	..	..	22,665 7 3	3,027 16 4	797 13 6	26,490 17 1
,, (Wharf)	..	..	..	..	888 8 8	..	..	888 8 8
Makarewa	208 18 3	133 3 10	76 14 4	6 0 11	10,959 18 7	5 14 2	59 11 0	11,450 1 1
Thornbury	1,016 15 7	63 6 0	64 8 6	7 14 3	723 8 6	3 2 8	0 10 0	1,879 5 6
Riverton	2,081 8 6	193 14 0	347 18 8	34 7 10	10,969 11 5	2 0 7	71 12 6	13,700 13 6
Orepuki	1,258 4 2	112 15 6	95 7 4	9 7 2	7,050 0 11	12 9 4	63 17 5	8,602 1 10
Tuatapere	2,561 16 3	0 10 10	73 8 6	28 19 8	8,363 0 6	22 5 3	59 8 3	11,109 9 3
Fairfax	411 1 11	28 3 4	24 4 7	4 19 3	2,846 14 6	0 10 11	13 11 0	3,329 5 6
Otautau	1,738 8 1	120 13 6	190 12 11	15 5 3	12,737 12 10	275 12 1	49 12 6	15,127 17 2
Nightcaps	2,233 14 4	75 19 2	77 11 2	9 2 11	16,807 5 4	11 11 3	..	19,215 4 2
Winton	3,199 4 0	201 1 2	360 0 0	38 15 5	6,248 12 4	20 16 8	57 9 6	10,125 19 1
Centre Bush	502 2 11	50 4 2	127 3 3	6 14 7	5,283 6 8	6 19 7	38 10 0	6,015 1 2
Dipton	652 0 0	17 16 9	56 5 1	7 5 11	1,713 2 6	2 17 4	18 11 0	2,467 18 7
Lumsden	3,751 18 8	95 5 0	333 17 1	39 12 10	5,114 3 1	13 7 8	34 0 0	9,382 4 4
Kingston	1,019 1 11	8 10 10	29 15 11	10 10 2	48 9 5	2 11 11	10 0 0	1,129 0 2
Through traffic (Lake Wakatipu)	8,218 2 8	..	486 1 11	32 16 2	7,172 17 11	..	..	15,909 18 8
Through traffic (Westland)	1,673 10 7	..	..	..	..	..	..	1,673 10 7
Chief Accountant	15,290 16 2	7,027 8 4	..	25,518 2 6	*Cr.* 81 5 3	51 8 7	14,732 15 1	62,539 5 5
Totals	509,544 8 9	49,450 11 8	51,224 16 2	37,575 9 3	909,221 0 9	29,167 8 9	32,556 8 4	1,618,740 3 8
WESTLAND SECTION—								
Ross	1,416 5 4	32 12 4	26 3 9	15 18 8	276 9 6	1 7 3	10 4 0	1,779 0 10
Hokitika	2,690 16 2	93 3 10	256 16 7	98 12 11	9,357 11 10	22 9 10	97 19 1	12,617 10 3
Kumara	745 5 8	39 17 4	42 0 10	20 4 6	5,719 7 6	8 0 9	77 2 4	6,651 18 11
Greymouth (Coaching)	10,558 10 2	905 9 5	1,055 11 5	394 15 6	*Cr.* 11 9 2	11 12 6	38 13 11	12,953 3 9
,, (Goods)	..	..	..	..	15,986 19 10	4,025 9 0	558 3 10	20,570 12 8
,, (Wharf)	..	..	..	..	7,686 16 3	..	..	7,686 16 3
Runanga	1,259 19 11	646 8 6	23 3 5	7 6 7	12,076 8 10	77 8 11	24 17 6	14,115 13 8
Rewanui	199 8 8	32 1 4	0 15 2	0 6 5	13,013 5 0	38 0 4	3 10 0	13,287 6 11
Brunner	390 17 2	81 6 4	42 16 7	4 5 11	2,172 3 2	0 18 6	24 17 0	2,717 4 8
Stillwater	383 8 2	47 3 0	46 13 2	11 16 9	7,350 11 4	2 8 11	54 0 0	7,896 1 4
Ngahere	903 14 5	56 5 8	64 11 2	31 11 2	1,090 7 10	8 19 8	48 15 0	2,204 4 11
Blackball	1,380 3 2	47 5 2	20 8 7	7 19 2	31,528 13 8	2 5 8	0 10 0	32,987 5 5
Ahaura	516 13 2	14 11 7	70 18 2	11 5 5	388 2 11	3 8 4	16 15 0	1,021 14 7
Ikamatua	786 0 11	14 5 11	72 7 9	13 13 9	2,223 1 10	91 0 9	77 11 8	3,278 2 7
Reefton	3,474 15 5	48 8 0	156 8 5	40 15 0	1,376 6 2	36 2 0	67 0 6	5,199 15 6
Moana	325 19 2	8 6 8	137 15 3	11 19 8	9,149 6 6	8 14 8	198 13 6	9,840 15 5
Otira	1,996 3 6	23 16 0	275 18 8	21 9 1	278 6 10	76 7 3	23 11 0	2,695 12 4
Chief Accountant	115 16 3	488 12 1	..	2,290 0 0	..	139 16 5	1,307 2 2	4,341 6 11
Through traffic (S.I.M.L. & B.)	891 2 3	..	..	..	..	..	..	891 2 3
Totals	28,034 19 6	2,579 13 2	2,292 8 11	2,982 0 6	119,662 9 10	4,554 10 9	2,629 6 6	162,735 9 2
WESTPORT SECTION—								
Westport	2,051 8 9	175 18 5	167 3 11	146 0 8	8,130 2 10	5,070 2 0	288 9 0	16,029 5 7
Waimangaroa Junction	773 3 7	140 0 11	78 14 10	5 6 8	30,178 5 9	60 1 0	41 1 10	31,276 14 7
Granity	2,361 14 1	277 3 5	55 6 9	13 6 7	57,388 11 2	34 12 4	109 10 0	60,240 4 4
District Office	26 18 0	99 7 9	..	540 0 0	..	*Cr.* 57 8 6	297 3 4	906 0 7
Totals	5,213 4 5	692 10 6	301 5 6	704 13 11	95,696 19 9	5,107 6 10	736 4 2	108,452 5 1
NELSON SECTION—								
Port	..	..	6 11 8	4 7 5	11,057 15 2	1,988 2 1	505 7 6	13,562 3 10
Nelson	4,128 7 10	555 11 8	229 10 9	144 17 11	3,276 17 11	23 15 1	253 19 0	8,613 0 2
Wakefield	718 5 4	228 16 9	77 2 4	18 7 8	1,771 1 10	10 1 7	11 10 0	2,835 5 6
Belgrove	1,298 2 1	41 8 0	20 5 8	8 12 1	533 13 11	2 3 2	3 8 6	1,907 13 5
Kohatu	258 1 0	15 7 4	69 7 0	8 13 9	2,298 19 0	1 5 2	0 10 0	2,652 3 3
Glenhope	1,982 2 3	3 2 6	58 3 3	18 19 10	673 7 7	4 13 2	8 10 0	2,748 18 7
District Office	45 11 0	98 1 8	..	965 0 0	..	*Cr.* 13 10 2	518 6 2	1,613 8 8
Totals	8,430 9 6	942 7 11	461 0 8	1,168 18 8	19,611 15 5	2,016 10 1	1,301 11 2	33,932 13 5
PICTON SECTION—								
Picton	3,270 7 3	109 14 6	125 15 5	64 14 0	7,444 1 9	1,091 13 4	143 7 3	12,249 13 6
Blenheim	4,013 7 0	194 19 3	263 7 4	84 18 0	5,850 11 2	105 16 10	533 19 8	11,046 19 3
Ward	1,480 4 7	..	88 19 4	11 1 4	1,711 11 8	41 19 10	0 10 0	3,334 6 9
District Office	36 0 0	112 0 4	..	767 10 0	..	302 4 2	375 7 4	1,593 1 10
Totals	8,799 18 10	416 14 1	478 2 1	928 3 4	15,006 4 7	1,541 14 2	1,053 4 3	28,224 1 4
LAKE WAKATIPU STEAMERS— Totals	3,110 16 9	326 16 6	332 2 4	563 17 5	2,858 2 9	1 15 0	49 4 0	7,242 14 9

INWARD.

Stations.	Parcels, &c.	Drays, &c.	Trucks of Lime, Chaff, &c.	Cattle.	Calves.	Sheep.	Pigs.	Bales of Wool.	Trucks of Fire-wood.	Timber, Hundreds of Superficial Feet.	Grain.	Merchan-dise.	Minerals.
SOUTH ISLAND MAIN LINES & BRANCHES—*continued.*											Ts. c.	Ts. c.	Ts. c.
Alexandra	2,141	5	100	79	1	2,565	..	..	6	2,244	472 8	1,249 5	1,784 13
Clyde	2,547	17	47⅔	131	43	4,349	..	..	19⅔	4,709	1,019 5	2,262 3	2,875 13
Mosgiel	3,886	8	18	1,069	..	5,417	20	81	2	1,459	1,657 17	926 0	580 10
Outram	2,273	..	82⅓	161	22	4,433	7	1,587	15⅓	1,986	1,566 17	764 5	4,457 7
Allanton	1,075	2	48⅓	426	1	4,039	15	..	15	1,176	506 9	216 8	1,939 8
Henley	2,057	3	8	781	51	3,794	84	..	12⅓	995	724 13	408 7	1,416 12
Waihola	1,397	..	..	83	2	1,865	..	..	199⅔	122	282 9	151 9	848 10
Milburn	897	4	2	194	103	3,230	21	1	3	207	578 0	335 6	11,610 6
Milton (Coaching)	6,251	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	14	12	323	22	11,265	46	2,367	38⅓	3,918	1,919 15	1,769 8	6,404 8
Waitahuna	2,249	10	7⅓	358	73	7,823	..	..	31⅓	1,030	1,126 17	482 17	2,965 14
Lawrence (Coaching)	3,427	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	8	34	144	20	4,520	51	..	29	1,150	1,145 19	1,254 19	2,569 16
Beaumont	2,429	8	42	192	2	6,022	18	2	18⅔	3,109	984 16	1,512 1	1,188 7
Lovell's Flat	1,413	4	14⅓	73	1	2,991	..	..	34	860	883 2	290 7	517 5
Stirling	4,522	11	29	2,324	150	8,893	317	..	230	3,816	1,476 17	1,169 1	2,205 0
Balclutha (Coaching)	6,943	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	17	41	2,281	96	55,904	..	21	120⅓	9,080	2,803 6	2,368 12	5,356 16
Owaka	4,910	26	26	3,819	386	44,657	44	6	10	3,387	1,759 3	1,279 11	10,508 11
Maclennans	1,927	6	50	440	28	1,681	6	..	6	1,060	386 19	484 12	691 9
Waiwera	2,535	2	4	229	7	9,802	..	..	19⅓	620	1,749 1	360 4	1,693 3
Clinton	3,034	5	5	203	..	4,919	15	..	18	790	751 11	419 8	1,784 19
Waipahi	1,868	3	7	45	7	802	..	..	10	474	818 18	203 1	931 18
Tapanui	2,698	2	5	53	..	3,742	33	..	15⅔	2,077	1,100 14	515 6	1,405 18
Kelso	1,441	1	3	134	..	5,349	..	2	10	970	775 3	244 8	851 14
Heriot	2,163	7	10	1,131	69	5,830	..	..	38	1,845	1,296 10	1,118 7	1,820 5
Pukerau	3,358	8	17	741	7	10,974	..	..	36⅓	2,983	2,522 11	657 4	2,804 16
Gore (Coaching)	15,269	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	29	292	1,453	69	17,719	..	1,623	125	9,804	12,622 18	3,766 18	3,700 14
Riversdale	3,490	7	20⅓	366	29	9,936	23	..	46⅓	1,823	2,092 12	890 10	2,694 11
Switzers	2,864	3	5	134	1	2,718	..	..	22⅔	1,955	1,311 3	485 17	971 10
Balfour	2,573	5	10	306	33	884	..	..	28⅔	1,970	1,595 11	479 17	1,706 0
Mataura	6,059	9	103⅓	4,191	57	100,687	..	..	56⅔	6,417	2,619 5	2,289 14	2,640 9
Edendale	5,296	21	21	1,851	56	12,539	..	..	34	2,135	2,513 10	871 11	9,295 13
Wyndham	6,309	23	32	1,533	101	10,185	14	..	44	2,897	2,132 8	1,020 15	4,667 15
Woodlands	2,847	6	25⅓	769	83	25,595	..	2	17	3,620	2,113 6	1,700 2	8,251 11
Invercargill (Pass.)	..	..	..	..	..	..	..	..	..	..	..	..	..
,, (Parcels)	23,903	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	44	1,389⅓	2,979	104	28,544	210	23,120	339	29,194	27,646 5	18,027 9	59,601 9
Waimahaka	7,504	17	80	803	189	5,590	5	..	53	3,594	2,751 0	971 18	8,569 14
Bluff (Coaching)	6,680	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	10	2,706⅔	7,536	251	150,255	11	28,983	15	11,669	47,178 7	23,391 8	10,849 5
,, (Wharf)	..	..	..	..	..	..	..	31,476	..	92	27,751 13	6,494 0	329 18
Makarewa	2,302	2	78⅔	3,631	68	108,805	9	89	8⅔	3,164	1,577 5	1,514 1	4,484 5
Thornbury	2,790	1	55⅓	223	117	3,198	..	1	14	1,546	1,732 0	458 16	1,306 15
Riverton	4,463	4	236⅓	139	14	931	..	..	119⅔	2,223	803 10	596 5	2,311 4
Orepuki	5,312	15	98⅓	482	51	2,051	1	..	48⅔	474	717 4	849 1	1,066 18
Tuatapere	3,517	24	17⅔	741	63	5,600	..	1	1	630	1,207 2	809 6	522 11
Fairfax	862	6	9	38	2	4,190	3	..	11⅓	369	826 18	195 14	1,637 3
Otautau	4,207	9	11	334	16	4,721	..	..	11⅓	585	1,664 1	1,070 16	2,651 14
Nightcaps	4,787	9	17	146	..	140	..	10	85⅔	3,389	1,670 17	895 5	2,484 16
Winton	8,984	17	39⅓	333	33	8,483	1	..	10	4,160	4,081 10	2,287 2	9,025 15
Centre Bush	2,698	9	11	139	55	3,020	..	..	1	426	1,605 1	446 14	2,625 14
Dipton	2,708	5	7	47	2	1,507	..	..	10⅓	1,329	987 13	420 16	1,490 8
Lumsden	4,267	13	17	490	94	10,720	..	..	38⅔	2,484	1,579 9	863 14	2,252 13
Kingston	5,316	14	9	495	31	9,419	..	..	10	1,629	817 10	732 16	1,265 11
Through traffic (Lake Wakatipu)	3,476	3	27	167	3	6,910	..	3,260	7	1,637	1,857 3	1,302 4	1,667 2
Through traffic (Westland)	..	..	..	..	..	..	..	..	..	..	..	..	..
Chief Accountant	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	642,942	1,238	30,233⅓	99,208	6,176	3,456,716	39,753	526,653	4,558⅓	716,758	663,128 18	455,013 18	744,122 11
WESTLAND SECTION—													
Ross	1,954	6	12	129	28	24	..	..	23⅓	593	709 10	889 13	1,138 3
Hokitika	2,418	3	2	113	1	2,619	5	158	89	1,291	341 13	5,450 16	5,539 18
Kumara	2,243	2	101⅔	26	11	1,276	..	..	23	671	981 18	856 16	1,881 17
Greymouth (Coach.)	7,286	..	..	..	..	..	..	..	..	..	..	..	..
,, (Goods)	..	4	154	1,171	58	11,102	2	745	308⅓	13,981	507 2	1,191 15	11,837 1
,, (Wharf)	..	2	..	..	..	2	..	489	23	478,924	343 14	1,350 9	469,535 12
Runanga	935	..	6	11	2	26	..	..	1	541	459 7	407 8	119 18
Rewanui	557	..	17	..	..	..	..	..	255⅓	1,830	278 14	480 7	180 3
Brunner	472	..	..	..	12	..	..	..	65⅔	374	279 14	334 1	2,143 2
Stillwater	507	..	..	111	..	637	..	..	68	465	42 16	132 5	376 9
Ngahere	1,072	..	6	209	1	1,654	..	..	11⅔	714	260 5	483 7	1,492 7
Blackball	1,348	..	20	..	..	..	..	..	203⅔	1,174	609 4	1,221 9	158 11
Ahaura	886	1	1	52	1	2,774	..	..	3	776	202 13	309 13	809 14
Ikamatua	2,193	4	46	332	43	1,230	..	..	7	1,883	893 12	1,056 9	3,624 15
Reefton	4,842	11	113	784	5	3,030	..	1	1	4,430	1,710 19	2,025 3	1,766 0
Moana	3,260	..	12	39	1	355	..	..	13	526	327 8	414 16	864 17
Otira	3,632	4	21	473	29	3,866	..	..	47	2,036	1,383 15	1,048 3	3,269 12
Chief Accountant	..	..	..	..	..	..	..	..	..	..	..	..	..
Through traffic (S.I.M.L. & B.)	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	33,605	37	511⅔	3,450	192	28,595	7	1,393	1,143	510,209	9,332 4	17,652 10	504,737 19
WESTPORT SECTION—													
Westport	2,250	1	3	6	10	70	..	11	13	4,331	628 5	442 18	691,002 7
Waimangaroa Junc.	2,159	1	222	9	1	574	..	..	452⅔	878	1,010 3	1,590 4	588 5
Granity	3,101	14	100	16	..	1,824	..	..	315	1,777	1,389 18	1,691 15	409 12
District Office	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	7,510	16	325	31	11	2,468	..	11	780⅔	6,986	3,028 6	3,724 17	692,000 4
NELSON SECTION—													
Port	216	..	247⅔	23	9	328	76	2,029	43	404	2,439 14	2,330 19	112 0
Nelson	2,420	2	348	178	1	19,340	9	2,018	406	18,145	2,280 7	2,066 15	9,364 10
Wakefield	1,997	1	11	3	3	561	26	3	7	568	2,147 19	1,377 19	1,519 0
Belgrove	471	1	1	11	1	595	..	..	..	101	191 7	195 1	19 6
Kohatu	408	2	1	27	..	1,462	..	..	9	99	174 18	171 14	10 1
Glenhope	2,356	7	24	92	17	2,382	..	..	1	1,069	1,229 2	1,104 2	83 18
District Office	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	7,868	13	632⅔	334	31	24,668	111	4,050	466	20,386	8,463 7	7,246 10	11,108 15
PICTON SECTION—													
Picton	2,076	10	1,679	139	157	70,742	203	8,217	7	94	4,870 7	928 19	92 7
Blenheim	1,901	22	734	283	4	13,165	265	4,355	105	1,008	3,452 11	5,434 14	7,114 0
Ward	3,130	3	10	96	75	10,037	5	..	30	3,311	1,461 9	1,020 2	1,660 14
District Office	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	7,107	35	2,423	518	236	93,944	473	12,572	142	4,413	9,784 7	7,383 15	8,867 1
LAKE WAKATIPU STEAMERS— Totals	8,097	7	27	292	65	12,088	..	3,289	8	1,847	1,929 14	1,604 13	1,851 17

RETURN No. 13.

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDING 31ST MARCH, 1916.

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
CARRIAGES.											
Sleepers, bogie, 50 ft.	AA	..	..	10	..	..	..	..	..	..	10
First-class day-cars, bogie, 50 ft.	AA	..	..	22	..	..	..	..	..	..	22
Second-class cars, bogie, 50 ft.	AA	..	..	31	..	..	..	..	..	..	31
Refreshment-cars, bogie, 50 ft.	AA	..	..	10	..	..	..	..	..	..	10
Royal saloon, bogie, 50 ft.	AA	..	..	2	..	..	..	..	..	..	2
,, ,, 44 ft.	A	..	..	..	..	1	..	..	..	..	1
Gallery-cars, bogie, 44 ft.	A	..	..	..	..	5	..	..	..	..	5
Saloon, bogie, 44 ft.	A	..	..	..	..	1	..	..	..	..	1
,, ,, 41 ft.	A	..	..	5	..	4	..	..	..	..	9
,, ,, 39½ ft.	A	..	..	7	..	7	..	..	..	..	14
,, ,, 37½ ft.	A	..	..	2	..	..	..	..	..	..	2
,, ,, 35 ft.	A	..	..	1	..	..	2	..	..	..	3
Refreshment-cars, bogie, 52 ft.	A	..	..	1	..	..	..	..	..	..	1
,, ,, 47½ ft.	A	..	..	..	..	6	..	..	..	..	6
,, ,, 44 ft.	A	..	..	4	..	1	..	..	..	..	5
Motor-train cars, bogie, 60 ft.	A	..	..	4	..	1	..	..	..	..	5
First-class, bogie, 50 ft.	A	..	..	31	..	..	..	..	..	..	31
,, ,, 47½ ft.	A	..	..	48	..	59	..	..	..	2	109
,, ,, 44 ft.	A	..	..	2	..	2	..	..	..	..	4
,, ,, 43 ft.	A	..	..	11	..	..	..	..	..	..	11
,, ,, 30 ft.	B	..	..	1	..	2	..	..	..	..	3
Composite, bogie, 60 ft.	A	..	..	8	..	..	..	..	..	..	8
,, ,, 50 ft.	A	..	..	47	..	1	..	..	..	..	48
,, ,, 47½ ft.	A	..	..	103	2	91	10	1	2	2	211
,, ,, 46 ft.	A	..	..	..	..	7	..	..	..	..	7
,, ,, 44 ft.	A	9	..	64	2	83	8	2	2	3	173
,, ,, 43 ft.	A	..	..	8	..	..	..	..	..	..	8
,, ,, 42½ ft.	A	..	..	13	..	30	..	..	..	..	43
,, ,, 39½ ft.	A	..	..	2	..	4	..	1	2	1	10
,, ,, 30 ft.	B	..	..	16	..	20	..	..	..	..	36
,, 6-wheel	C	2	2	..	3	5	2	..	..	..	14
Second-class, bogie, 50 ft.	A	..	..	84	..	1	..	..	..	..	85
,, ,, 47½ ft.	A	..	..	87	..	91	3	3	2	..	186
,, ,, 46 ft.	A	..	..	..	..	4	..	..	..	..	4
,, ,, 44 ft.	A	2	..	82	..	101	8	3	2	3	201
,, ,, 43 ft.	A	..	..	16	..	..	..	..	..	..	16
,, ,, 42½ ft.	A	..	..	1	..	14	..	..	..	..	15
,, ,, 39½ ft.	A	..	..	10	..	..	3	..	..	..	13
,, ,, 35 ft.	A	..	..	3	..	..	..	..	..	..	3
,, ,, 30 ft.	B	..	..	5	..	16	..	..	..	1	22
,, 6-wheel	C	5	2	..	5	15	2	..	4	..	33
,, 4-wheel	D	6	..	..	..	3	..	..	..	..	9
Postal, bogie, 50 ft.	A	..	..	8	..	2	..	..	..	..	10
,, ,, 44 ft.	A	..	..	3	..	4	..	..	..	..	7
,, ,, 39½ ft.	A	..	..	2	..	..	..	..	..	..	2
,, ,, 30 ft.	B	..	..	..	..	1	..	..	..	..	1
,, ,, composite, 44 ft.	A	..	..	1	..	..	..	..	..	..	1
Rail-motor, 42½ ft.	RM	..	..	1	..	..	..	..	..	..	1
Totals	..	24	4	756	12	582	38	10	14	12	1,452
BRAKE-VANS.											
Brake-vans, 4-wheel	F	6	2	10	2	53	7	2	4	3	89
,, bogie	F	3	..	205	2	111	9	5	3	3	341
,, Fell	F	..	..	7	..	..	3	..	..	..	10
Totals	..	9	2	222	4	164	19	7	7	6	440
WAGONS, ETC.											
Horseboxes	G	2	..	123	1	99	6	..	1	4	236
Cattle	H	19	..	226	4	211	14	4	5	4	487
Sheep	J	6	..	874	40	725	7	..	10	29	1,691
Covered goods	K	8	1	260	2	359	24	5	6	3	668
Sleeping-vans	K	..	..	25	..	41	3	1	1	..	71
High sides	L	59	4	4,826	41	4,508	208	17	103	154	9,920
,,	LA	..	..	500	..	1,526	..	..	..	..	2,026
Wharf	LB	..	..	..	..	..	45	..	..	..	45
Low sides	M	22	12	392	40	841	50	24	14	21	1,416
,, steel	MA	..	..	160	..	..	..	..	..	..	160
Work-train	MB	..	..	110	..	35	..	..	..	..	145
Timber	N	112	40	91	..	165	36	32	8	..	484
Iron hopper	O	..	..	49	..	..	..	29	..	..	78
Platform coal	P	159	..	29	..	..	..	..	..	..	188
Movable hopper	Q	..	..	..	..	..	495	644	..	..	1,139
Frozen meat	W	..	..	205	..	71	..	..	15	..	291
Cool, insulated	X	3	..	179	..	29	..	..	..	..	211
,, ventilated	XA	1	1	81	..	65	..	..	..	7	155
,, ,,	XB	1	..	61	..	56	..	..	..	..	118
Work-train hopper	Y	..	..	..	..	25	..	..	..	..	25
,,	YB	..	..	211	..	119	20	..	..	..	350
High side, bogie	R	..	2	222	..	51	9	..	..	..	284
,, ,,	RB	..	..	70	..	21	..	..	..	..	91
,, ,,	RD	..	..	64	..	..	..	..	..	..	64
,, ,,	RN	..	..	40	..	..	..	..	..	..	40
Carried forward	..	392	60	8,798	128	8,947	917	756	163	222	20,383

RETURN No. 13—*continued.*

STATEMENT OF CARRIAGE, BRAKE-VAN, AND WAGON STOCK, ETC.—*continued.*

Description.	Class.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
WAGONS, ETC.—*continued.*											
Brought forward	..	392	60	8,798	128	8,947	917	756	163	222	20,383
Sheep, bogie	S	..	..	73	..	52	..	..	..	..	125
Cattle, "	T	..	..	49	..	26	..	..	..	..	75
Platform, "	U	8	..	192	30	62	28	2	4	6	332
Gas-storeholders, bogie	UA	..	..	9	..	5	..	..	..	..	14
Platform, "	UB	..	..	107	..	90	44	..	..	..	241
Horseboxes, "	UG	..	..	27	..	21	..	..	..	..	48
Frozen meat, "	V	..	..	54	..	75	..	..	..	..	129
" "	VB	..	..	70	..	20	..	..	..	..	90
Covered goods, "	Z	..	..	55	..	27	..	..	..	..	82
" "	ZP	..	..	22	..	13	..	..	..	..	35
Totals..	..	400	60	9,456	158	9,338	989	758	167	228	21,554
TARPAULINS	..	100	24	7,271	115	8,970	285	52	175	290	17,282

RETURN No. 14.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDING 31ST MARCH, 1916.

Class.	Type.	Cylinder. Diameter.	Cylinder. Stroke.	Coupled Wheels. No.	Coupled Wheels. Diameter.	Truck Wheels. No.	Truck Wheels. Diameter.	Whangarei.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
		in.	in.		Ft. in.		in.										
A	Tender (4-cyl. balanced compound)	12 & 19	22	6	4 6	6	30½	..	..	50	..	7	..	..	..	..	57
AA	Tender	18	24	6	4 1	6	30	..	..	10	..	..	..	..	..	..	10
AB	" (simple) ..	17	26	6	4 6	6	30½	..	..	..	..	5	..	..	..	..	5
B	"	16	22	8	3 6½	4	30½	..	..	..	..	8	..	..	..	..	8
BA	"	16	22	8	3 6½	4	26½	..	..	..	..	10	..	..	..	..	10
BB	"	17	22	8	3 6½	4	26½	..	..	14	..	..	..	..	..	..	14
BC	" (compound)	11½ & 19	20	8	3 7	2 2	28 30	..	..	1	..	..	..	..	..	..	1
C	Tank	9½	18	4	2 6½	2	18	..	..	2	..	..	..	2	..	..	4
D	"	9½	18	4	3 0½	2	18	1	..	5	..	14	1	..	..	1	22
E	" (articulated compound)	9½ & 16	18	12	3 0½	2	26½	..	..	1	..	..	..	..	..	..	1
F	"	10½	18	6	3 0½	..	..	..	2	24	..	37	5	2	1	..	71
FA	"	12	18	6	3 0½	2	24	3	..	4	1	4	1	2	3	2	20
G	"	10½	18	4	3 0½	4	21	..	..	..	..	..	..	..	..	3	3
H	" (Fell).. ..	14	16	4	2 8	2	30	..	..	6	..	..	..	..	..	..	6
J	Tender	14	20	6	3 6½	2	24⅗	..	..	17	..	15	..	..	..	..	32
K	"	12	20	4	4 1⅛	4	30¼	..	..	2	..	6	..	..	..	..	8
L	Tank	12	18	4	3 6½	6	26½	..	..	9	..	1	..	..	..	..	10
LA	"	12	18	4	3 9	4	26½	..	..	..	..	..	5	..	..	..	5
M	"	13	20	4	3 6¼	6	28½	..	..	4	..	..	..	..	..	..	4
N	Tender	15	20	6	4 1⅛	4 4	28½ 30	..	..	11	..	..	1	..	..	..	12
NA	" (compound) ..	10 & 17	20	6	4 1	4	30	..	..	2	..	..	..	..	..	..	2
NC	" " ..	10 & 17	20	6	4 1	4	30	..	..	2	..	..	..	..	..	..	2
O	"	15	18	8	3 0¼	2	28½	..	..	6	..	..	..	..	..	..	6
OA	" (compound) ..	11 & 18	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
OB	"	16	20	8	3 7	2	30	..	..	2	..	..	..	..	..	..	2
OC	" (compound) ..	11 & 18	20	8	3 7	2	30	..	..	1	..	..	..	..	..	..	1
P	"	15	20	8	3 5	2	26½	..	..	4	..	6	..	..	..	..	10
Q	"	16	22	6	4 1⅛	2 4	30 26½	..	..	6	..	7	..	..	..	..	13
R	Single Fairlie.. ..	12¼	16	6	3 0½	4	36½	..	..	10	..	8	..	..	..	..	18
S	"	13	16	6	3 0½	4	36½	..	..	4	..	..	..	..	..	..	4
T	Tender	15	18	8	3 0¼	2	24¾	..	..	2	..	4	..	..	..	..	6
U	"	16	20	6	4 6	4	30½	..	..	..	..	9	..	..	..	..	9
UA	"	16	20	6	4 1⅛	4	30	..	..	..	..	6	..	..	..	..	6
UB	"	16	20	6	4 1⅛	4	26¼	..	..	..	..	20	..	..	..	..	20
UB	"	16	22	6	4 1⅛	4	30	..	..	..	..	2	..	..	..	..	2
UC	"	16	22	6	4 1⅛	4	30	..	..	..	..	10	..	..	..	..	10
UD	"	16½	22	6	4 10	4	28	..	..	2	..	..	..	..	..	..	2
V	"	15	20	6	4 1⅛	4	26½	..	..	3	..	10	..	..	..	..	13
W	Tank	14	20	6	3 0½	4	26½	..	..	..	..	..	2	..	..	..	2
WA	"	14	20	6	3 3¾	4	28½	..	..	4	4	..	3	..	..	..	11
WB	"	14	20	6	3 3¾	4	25	5	..	1	..	..	1	5	..	..	12
WD	"	14	20	6	3 3¾	6	25	..	..	14	..	4	..	..	..	..	18
WE	"	16	22	6	3 6½	8	30½	..	..	1	..	..	1	..	..	..	2
WF	"	14	22	6	3 9	6	30½	..	..	20	..	16	..	..	1	1	38
WG	"	14	22	6	3 9	8	26½	..	..	20	..	..	..	..	..	..	20
WH	"	12	18	6	3 1	4	24½	..	..	2	..	..	..	..	..	..	2
WJ	"	17	20	8	3 7	2 4	30 26	..	..	1	..	..	..	..	..	..	1
WW	"	15½	22	6	3 9	8	26½	..	..	30	..	..	..	..	..	..	30
X	Tender (4-cyl. balanced compound)	13½ & 22	22	8	3 9	2 4	30½ 26½	..	..	18	..	..	..	..	..	..	18
..	Small Tank	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1
	Totals ..	..	..	..	..	..	..	9	2	317	5	209	20	11	5	7	585

RETURN No. 15.

COMPARATIVE STATEMENT OF THE MILEAGE OPENED, CAPITAL EXPENDED, EARNINGS, EXPENSES, ETC., OF RAILWAYS IN THE FOLLOWING STATES (TAKEN FROM LATEST OFFICIAL RECORDS).

	Area in Square Miles.	Population.	Average Miles open.	Gauge.	Total Cost.	Cost per Mile.	Population per Mile of Railway.	Cost per Head of Population.	Train-miles run.	Gross Earnings.	Earning per Train-mile.	Working-expenses.	Working-expenses per Train-mile.	Profit on Working.	Net Earnings per Train-mile	Percentage of Net Earnings to Capital.	Percentage of Working-expenses to Earnings.	Earnings per Head of Population.	Passengers carried.*	Tonnage of Goods.	Earnings per Average Mile open.	Working-expenses per Average Mile open.	Net Earnings per Average Mile.	Expenses. Maintenance per Mile of Railway.	Expenses. Locomotive, Car, and Wagon per Train-mile.	Expenses. Traffic per Cent. of Revenue.	General Charges (including Compensation, &c.) per Cent. of Revenue.	Number of Locomotives.	Number of Passenger-carriages.	Number of Wagons and Brake-vans.	Year ending
				Ft. in.	£	£		£ s. d.		£	d.	£	d.	£	d.			£ s. d.			£	£	£	£	d.						
Victoria ..	87,884	1,426,415	3,848	5 3	52,337,475	13,506 371		36 13 10	15,303,209	5,161,073	80·94	3,755,426	58·90	1,405,647	22·04	2·00	72·76	3 12 4	117,259,926	5,410,045	1,341	976	365	218	26·93	20·96	2·30	791	1,496	19,142	1915. 30 June.
New South Wales	309,460	1,861,522	4,134	4 8½	65,583,274	15,863 450		35 4 7	20,420,023	7,616,511	89·50	5,311,162	62·50	2,305,349	27·00	3·60	69·73	4 1 10	88,774,451	11,920,881	1,877	1,309	568	226	33·39	19·73	1·76	1,162	1,567	21,497	"
Queensland ..	670,500	676,707	4,838	3 6	35,464,770	7,330 140		52 8 2	11,988,521	3,832,003	76·75	2,401,679	48·00	1,430,324	28·75	4·03	62·67	5 13 3	24,257,552	4,400,651	810	508	302	133	21·00	17·53	1·35	625	735	13,208	"
South Australia ..	380,070	440,000	2,026	3 6 5 3	16,976,904	7,872 204		38 11 8	5,580,679	1,745,378	75·06	1,448,495	62·29	296,883	12·77	1·81	82·99	3 19 4	18,831,273	2,076,280	861	715	146	136	34·00	19·91	1·55	455	627	8,751	"
Western Australia	975,920	323,106	3,096	3 6	16,980,712	5,485 104		52 11 1	5,404,811	2,058,244	91·40	1,497,826	66·51	560,418	24·89	3·30	72·77	6 7 5	18,635,327	2,454,021	665	484	181	112	31·71	19·08	2·15	421	400	10,032	"
Tasmania ..	26,215	198,417	533	3 6 2 0	4,628,911	8,684 372		23 6 7	1,005,145	323,265	77·18	225,995	53·96	97,270	23·22	2·10	69·90	1 12 7	1,750,905	387,724	603	422	181	109	23·84	17·88	3·12	80	175	1,727	"
New Zealand ..	103,861	746,673	2,090	3 6	16,404,076	7,849 357		21 19 5	3,968,708	1,469,665	89·00	929,737	56·22	539,928	32·78	3·29	63·26	1 19 4	4,955,553	2,624,059	712	450	262	173	18·46	16·67	3·00	293	550	9,792	1899. 31 Mar.
" ..	103,861	758,616	2,099	3 6	16,703,887	7,958 361		22 0 5	4,187,893	1,623,891	93·00	1,052,358	60·31	571,533	32·69	3·42	64·80	2 2 10	5,468,284	3,127,824	774	501	273	188	21·32	16·17	2·93	304	577	10,295	1900. 31 Mar.
" ..	103,861	815,349	2,174	3 6	17,207,328	7,915 375		21 2 1	4,620,971	1,727,236	89·75	1,127,848	58·58	599,388	31·17	3·47	65·30	2 2 4	6,243,593	3,339,687	794	519	275	196	19·99	17·15	2·09	306	603	10,868	1901. 31 Mar.
" ..	103,861	833,137	2,227	3 6	18,170,722	8,159 374		21 16 2	5,066,360	1,874,586	88·75	1,252,237	59·32	622,349	29·43	3·43	66·80	2 5 0	7,356,136	3,529,177	842	562	280	196	21·35	17·78	3·03	362	701	12,444	1902. 31 Mar.
" ..	103,861	857,985	2,262	3 6	19,081,735	8,436 379		22 4 10	5,443,333	1,974,038	87·00	1,343,415	59·23	630,623	27·77	3·30	68·05	2 6 0	7,575,390	3,730,394	873	594	279	204	21·36	18·24	3·19	372	751	12,992	1903. 31 Mar.
" ..	103,861	882,097	2,305	3 6	20,692,911	8,977 383		23 9 2	5,685,399	2,180,641	91·75	1,438,724	60·48	741,917	31·27	3·58	65·98	2 9 5	8,306,383	4,072,576	943	622	321	213	22·21	17·22	3·14	377	809	13,433	1904. 31 Mar.
" ..	103,861	908,114	2,347	3 6	21,701,572	9,141 387		23 17 11	6,107,079	2,209,231	86·50	1,492,900	58·46	716,331	28·04	3·30	67·58	2 8 8	8,514,112	4,011,511	938	634	304	217	21·05	18·28	3·10	389	864	13,885	1905. 31 Mar.
" ..	103,861	933,111	2,391	3 6	22,498,972	9,410 391		24 2 3	6,413,573	2,349,704	87·75	1,621,239	60·47	728,465	27·28	3·24	69·00	2 10 4	8,826,382	4,241,422	980	676	304	229	21·99	18·86	3·01	395	906	14,127	1906. 31 Mar.
" ..	103,861	961,604	2,427	3 6	23,504,272	9,570 396		24 8 10	6,755,454	2,624,600	93·00	1,812,482	64·21	812,118	28·79	3·45	69·06	2 14 7	9,600,786	4,592,099	1,078	744	334	253	23·37	18·90	2·80	398	966	14,605	1907. 31 Mar.
" ..	103,861	985,318	2,469	3 6	24,365,647	9,861 399		24 14 7	7,051,274	2,761,938	93·75	1,949,759	66·18	812,179	27·57	3·33	70·59	2 16 1	9,756,716	4,834,534	1,114	786	328	258	24·96	19·40	2·76	410	1,002	15,475	1908. 31 Mar.
" ..	103,861	1,016,044	2,556	3 6	27,762,592	10,351 398		27 6 6	7,458,236	2,929,526	94·00	2,114,815	67·89	814,711	26·11	3·13	72·19	2 17 8	10,457,144	4,871,874	1,148	828	320	258	25·56	20·73	3·16	452	1,116	16,476	1909. 31 Mar.
" ..	103,861	1,035,211	2,704	3 6	28,513,476	10,494 383		27 10 10	7,889,166	3,249,790	98·75	2,169,474	65·84	1,080,316	32·91	3·80	66·76	3 2 9	11,141,142	5,223,414	1,203	803	400	230	25·35	18·96	2·96	465	1,140	17,220	1910. 31 Mar.
" ..	103,861	1,055,640	2,742	3 6	29,606,546	10,723 385		28 1 0	8,141,075	3,494,182	102·75	2,303,272	67·75	1,190,910	35·00	4·06	65·92	3 6 2	11,200,613	5,555,292	1,275	840	435	254	25·81	18·10	2·81	478	1,166	18,036	1911. 31 Mar.
" ..	103,861	1,081,344	2,801	3 6	30,506,089	10,864 386		28 4 2	8,371,687	3,676,509	105·25	2,465,896	70·52	1,210,613	34·73	3·98	67·07	3 8 0	20,336,577	5,599,756	1,314	881	433	263	27·30	18·27	2·76	493	1,212	18,521	1912. 31 Mar.
" ..	103,861	1,111,592	2,840	3 6	31,611,220	11,053 391		28 8 9	9,016,224	3,971,002	105·50	2,705,609	71·84	1,265,393	33·66	4·04	68·13	3 11 5	22,310,867	5,957,005	1,400	954	446	271	28·20	19·40	2·64	513	1,282	19,515	1913. 31 Mar.
" ..	103,861	1,139,669	2,861	3 6	32,355,087	11,309 398		28 7 9	9,319,268	4,043,328	104·00	2,880,323	74·00	1,163,005	30·00	3·61	71·24	3 10 11	23,173,472	5,661,340	1,416	1,008	408	268	29·72	20·73	2·91	534	1,363	20,251	1914. 31 Mar.
" ..	103,861	1,150,430	2,917	3 6	34,133,825	11,702 394		29 13 5	9,383,420	4,105,457	104·75	2,920,455	74·54	1,185,002	30·21	3·53	71·14	3 11 4	23,542,903	6,075,282	1,410	1,002	408	254	30·26	21·20	2·98	557	1,397	21,226	1915. 31 Mar.
" ..	103,861	1,152,048	2,959	3 6	34,857,882	11,780 389		30 5 2	9,356,522	4,548,356	116·50	2,910,883	74·50	1,637,473	42·00	4·72	64·00	3 19 0	24,600,693	5,960,562	1,540	985	555	251	29·77	19·60	2·50	585	1,452	21,994	1916. 31 Mar.

* The figures for passenger traffic in New Zealand prior to 1912 are exclusive of season tickets.

RETURN No. 16.

Return showing the Mileage, Capital Cost, Traffic, Revenue, and Expenditure of the New Zealand Government Railways from 1883 to 31st March, 1916.

MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Passengers. No.	Passengers. Revenue.	Season Tickets. No.	Season Tickets. Revenue.	Coaching. Parcels.	Coaching. Horses.	Coaching. Carriages.	Coaching. Dogs.	Coaching. Revenue.	Drays.	Cattle.	Sheep.	Pigs.	Lime, Chaff.	Wool.	Firewood.	Timber.	Grain.	Merchandise.	Minerals	Total.	Goods Revenue.	Miscellaneous Revenue.	Rents and Commission.	Total Revenue.	Revenue per Train-mile.
		£			£		£	No.	No.	No.	No.	£	No.	No.	No.	No.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	£	£	£	£	d.
1882-83 ..	1,358	10,478,998	2,785,685	3,283,378	362,106	8,621	..	308,620	9,850	975	22,716	34,658	928	27,605	421,671	27,799	11,810	51,703	75,740	197,231	367,428	350,823	510,088	1,564,823	518,330	29,496	8,757	953,347	82·00
1883-84 ..	1,396	11,078,500	2,841,745	3,272,644	321,615	9,036	14,763	325,675	9,555	906	24,666	35,143	939	29,675	627,090	29,522	16,470	62,067	81,255	183,449	432,223	350,263	574,313	1,700,040	548,918	31,644	9,221	961,304	81·00
1884-85 ..	1,477	11,810,194	2,882,422	3,232,886	348,628	8,999	16,406	313,047	10,358	793	24,020	35,592	756	32,738	666,522	30,268	17,030	68,523	86,670	178,909	414,590	365,623	618,511	1,749,856	611,504	23,160	10,422	1,045,712	87·00
1885-86 ..	1,613	12,472,814	3,020,550	3,362,266	346,895	10,717	16,482	317,242	9,518	653	22,668	33,271	660	36,634	781,470	40,558	14,985	74,778	80,280	202,571	413,847	368,225	669,081	1,823,767	622,810	16,732	11,229	1,047,419	83·00
1886-87 ..	1,727	13,017,567	3,008,949	3,426,403	339,255	11,821	16,998	341,634	9,165	689	21,598	33,749	597	37,435	856,431	48,151	22,110	82,963	73,040	175,581	345,254	329,227	719,579	1,747,754	581,350	14,893	12,523	998,768	79·50
1887-88 ..	1,758	13,352,978	2,944,786	3,451,850	334,926	11,518	17,800	368,680	9,301	619	21,128	34,727	592	32,766	857,397	50,046	22,190	84,147	65,860	158,024	358,022	347,379	700,140	1,735,762	579,359	14,611	13,420	994,843	81·00
1888-89 ..	1,777	13,472,837	2,796,007	3,132,803	305,632	11,817	17,816	370,707	8,378	650	19,971	34,101	547	29,426	842,840	47,126	24,335	78,203	67,045	160,399	447,027	356,732	786,690	1,920,431	610,488	15,663	13,915	997,615	85·50
1889-90 ..	1,809	13,899,955	2,868,203	3,376,459	347,844	12,311	21,504	375,271	9,358	708	21,209	37,097	678	31,700	985,336	51,539	37,900	91,214	77,454	172,814	498,198	399,258	797,117	2,073,955	655,007	18,091	16,027	1,095,570	91·50
1890-91 ..	1,842	14,278,586	2,894,776	3,433,629	333,122	13,881	20,471	380,319	9,790	757	22,965	38,997	582	35,209	1,258,471	54,684	29,800	87,701	73,650	153,078	528,683	385,020	828,079	2,086,011	690,779	20,718	17,615	1,121,701	93·00
1891-92 ..	1,869	14,656,691	3,010,489	3,555,764	342,563	16,341	22,054	393,407	11,370	849	25,439	41,795	653	36,248	1,067,614	49,639	26,605	85,888	87,834	170,520	442,277	379,768	873,899	2,066,791	671,469	19,388	18,163	1,115,432	88·75
1892-93 ..	1,886	14,733,120	3,002,174	3,759,044	367,594	16,504	23,025	420,610	12,993	921	26,780	44,801	796	33,597	1,321,046	38,814	34,314	96,841	88,186	168,910	523,637	397,411	884,031	2,193,330	707,786	18,830	19,486	1,181,522	94·50
1893-94 ..	1,948	15,137,036	3,113,231	3,972,701	378,480	17,226	23,540	448,770	12,350	793	25,667	45,206	831	39,223	1,356,434	38,022	38,610	101,340	84,658	183,192	411,191	377,116	864,538	2,060,645	686,469	18,563	20,535	1,172,793	90·25
1894-95 ..	1,993	15,352,613	3,221,620	3,905,578	360,243	28,623	24,906	444,981	11,185	750	23,517	43,270	705	40,890	1,519,921	43,292	36,972	103,328	85,102	198,578	388,556	377,938	857,917	2,048,391	683,726	17,265	21,441	1,150,851	85·75
1895-96 ..	2,014	15,425,532	3,307,226	4,162,426	359,822	36,233	29,412	455,511	11,115	716	22,551	54,736	693	39,651	1,839,712	53,346	53,260	99,363	78,804	213,132	374,699	389,881	878,659	2,087,798	698,115	18,466	22,490	1,183,041	85·75
1896-97 ..	2,018	15,577,392	3,409,218	4,439,387	378,684	43,069	31,476	489,825	11,347	778	22,891	58,084	841	35,909	1,964,110	52,327	60,542	96,958	80,014	257,825	423,888	415,448	1,032,252	2,368,927	774,163	20,225	23,526	1,286,158	90·50
1897-98 ..	2,055	15,993,903	3,666,483	4,672,264	399,262	48,660	34,168	530,993	9,936	862	23,069	60,872	926	44,935	2,356,595	42,784	77,226	103,055	83,656	313,073	427,448	465,041	1,048,868	2,518,367	837,590	19,631	24,485	1,376,008	90·00
1898-99 ..	2,090	16,404,076	3,968,708	4,955,553	438,367	55,027	37,186	589,372	10,348	998	24,963	66,418	1,106	55,878	2,518,233	34,512	83,084	97,396	87,038	310,266	420,071	478,851	1,147,353	2,624,059	882,077	20,328	25,289	1,469,665	89·00
1899-1900..	2,104	16,703,887	4,187,893	5,468,284	474,793	63,335	40,228	624,115	11,474	1,159	27,066	68,488	1,345	65,063	2,523,787	36,049	77,292	104,621	92,126	334,677	764,033	536,428	1,218,698	3,127,874	985,723	25,135	29,524	1,623,891	93·00
1900-1901..	2,212	17,207,328	4,620,971	6,243,593	503,051	82,921	41,925	633,770	11,421	1,336	30,658	72,712	1,566	72,868	2,412,191	51,059	78,844	96,519	92,830	380,803	772,571	551,879	1,366,241	3,339,687	1,051,695	28,601	29,253	1,727,236	89·75
1901-1902..	2,235	18,170,722	5,066,360	7,356,136	575,697	100,778	45,322	677,804	11,926	1,506	30,404	79,561	1,564	83,458	2,724,860	55,159	86,378	101,878	100,236	427,153	813,345	556,395	1,443,792	3,529,177	1,110,575	30,303	33,129	1,874,586	88·75
1902-1903..	2,291	19,081,735	5,443,333	7,575,390	576,529	118,431	49,169	731,762	12,737	1,646	34,202	87,273	1,921	102,461	3,821,333	61,844	121,092	116,309	100,498	436,008	718,376	633,685	1,604,426	3,730,394	1,189,101	29,960	42,006	1,974,038	87·00
1903-1904..	2,328	20,692,911	5,685,399	8,306,383	652,080	129,919	52,580	798,800	14,629	2,056	36,816	110,151	2,340	107,435	3,756,378	70,268	132,562	101,316	106,066	509,712	820,453	658,144	1,744,323	4,072,576	1,293,169	33,074	39,587	2,180,641	91·75
1904-1905..	2,374	21,701,572	6,107,079	8,514,112	680,905	140,453	57,252	825,468	15,651	2,228	38,592	115,051	2,307	110,924	3,412,984	77,768	131,714	107,625	109,174	493,327	732,479	630,832	1,806,360	4,011,511	1,277,976	40,067	37,980	2,209,231	86·50
1905-1906..	2,406	22,498,972	6,413,573	8,826,382	723,867	147,989	63,006	892,037	17,008	2,376	40,097	142,642	2,350	119,311	3,348,685	92,702	144,884	116,086	106,510	534,533	772,258	628,603	1,938,548	4,241,422	1,346,038	38,518	35,633	2,349,704	87·75
1906-1907..	2,456	23,504,272	6,755,454	9,600,786	823,067	165,504	68,986	929,929	17,770	2,440	42,081	151,913	2,496	133,031	4,661,001	115,222	168,316	128,161	109,236	567,835	770,706	712,399	2,135,446	4,592,099	1,498,686	44,692	37,256	2,624,600	93·00
1907-1908..	2,471	24,365,647	7,051,274	9,756,716	835,473	185,174	77,505	937,565	18,423	2,829	47,766	176,876	2,530	150,751	4,593,100	125,987	169,767	120,593	110,154	616,892	739,568	757,647	2,319,913	4,834,534	1,582,328	50,143	39,613	2,761,938	93·75
1908-1909..	2,682	27,762,592	7,458,236	10,457,144	921,411	192,547	90,248	961,293	19,124	2,550	50,798	187,040	2,427	159,884	5,211,489	117,626	182,666	137,916	102,620	582,860	793,793	729,971	2,342,048	4,871,874	1,630,704	57,147	42,976	2,929,526	94·00
1909-1910..	2,717	28,513,476	7,889,166	11,141,142	1,070,791	199,371	100,249	1,047,806	20,571	2,532	51,235	192,585	2,490	176,412	5,126,762	126,930	179,902	151,051	98,360	523,845	1,044,468	739,667	2,486,121	5,223,414	1,772,546	57,132	56,487	3,249,790	98·75
1910-1911..	2,761	29,606,546	8,141,075	11,200,613	1,104,295	222,104	119,117	1,118,361	20,137	2,751	52,762	193,789	2,441	210,848	5,911,291	160,379	198,546	143,247	109,400	627,107	1,013,298	808,444	2,655,250	5,555,292	1,961,078	56,777	59,126	3,494,182	102·75
1911-1912..	2,808	30,506,089	8,371,687	11,891,134	1,185,825	236,957	133,289	1,190,907	20,510	2,801	56,156	203,334	2,904	207,546	5,454,443	147,268	191,794	141,607	110,436	718,414	949,556	811,166	2,676,783	5,599,756	2,032,785	57,754	63,522	3,676,509	105·25
1912-1913..	2,860	31,611,220	9,016,224	13,123,879	1,314,340	265,259	147,533	1,320,873	21,971	2,904	57,388	215,209	3,189	221,595	5,388,805	136,130	213,322	147,735	112,072	695,060	1,181,899	845,934	2,760,983	5,957,005	2,157,686	67,100	69,134	3,971,002	105·50
1913-1914..	2,863	32,355,087	9,319,268	13,355,893	1,299,929	287,037	150,550	1,392,814	21,778	2,755	54,383	236,762	3,090	254,291	6,860,495	145,773	235,980	155,709	117,038	676,858	1,050,395	873,746	2,551,614	5,661,340	2,209,397	73,751	72,939	4,043,328	104·00
								Total Parcels, &c.																					
1914-1915..	2,955	34,133,825	9,383,420	13,565,772	1,329,233	302,912	153,150		1,485,977			227,521	3,090	314,219	6,923,306	163,155	218,668	162,002	119,478	621,963	1,103,352	861,791	2,988,028	6,075,282	2,249,399	69,646	76,508	4,105,457	104·75
1915-1916..	2,970	34,857,882	9,356,522	14,201,506	1,566,380	330,622	156,322		1,488,806			236,705	3,406	371,529	7,204,826	182,443	291,380	154,633	103,470	625,866	1,061,987	891,267	2,831,959	5,960,562	2,423,493	81,391	84,065	4,548,356	116·50

EXPENDITURE.

Year.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.	Maintenance of Way. Amount.	Maintenance of Way. Per Cent. of Revenue.	Maintenance of Way. Per Mile of Railway.	Maintenance of Way. Per Train-mile.	Locomotive Power. Amount.	Locomotive Power. Per Cent. of Revenue.	Locomotive Power. Per Train-mile.	Carriages and Wagons. Amount.	Carriages and Wagons. Per Cent. of Revenue.	Carriages and Wagons. Per Train-mile.	Traffic. Amount.	Traffic. Per Cent. of Revenue.	Traffic. Per Train-mile.	Head and Departmental Offices. Amount.	Head and Departmental Offices. Per Cent. of Revenue.	Head and Departmental Offices. Per Train-mile.	General Charges and Sundries. Amount.	General Charges and Sundries. Per Cent. of Revenue.	General Charges and Sundries. Per Train-mile.	Less Credit Recoveries.* Amount.	Less Credit Recoveries.* Per Cent. of Revenue.	Less Credit Recoveries.* Per Train-mile.	Total Expenditure.
	d.	£	£	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£	£	d.	£
1882-83 ..	51·07	62·18	209,823	22·01	155·54	18·08	153,607	16·11	13·23	38,887	4·08	3·35	156,334	16·40	13·47	..	..	..	34,170	3·58	2·94	..	..	..	592,821
1883-84 ..	55·40	68·24	233,936	24·34	169·29	19·76	162,558	16·91	13·73	51,304	5·34	4·33	166,848	17·36	14·09	..	..	..	41,345	4·30	3·49	..	..	..	655,990
1884-85 ..	57·45	65·99	254,329	24·32	176·87	21·18	166,576	15·93	13·87	56,245	5·38	4·68	171,822	16·43	14·30	..	..	..	41,055	3·93	3·42	..	..	..	690,026
1885-86 ..	54·85	65·91	247,566	23·64	160·32	19·67	162,860	15·55	12·94	55,303	5·28	4·40	180,352	17·22	14·33	..	..	..	44,259	4·22	3·51	..	..	..	690,340
1886-87 ..	55·76	69·99	252,530	25·28	149·85	20·14	166,407	16·66	13·27	59,107	5·92	4·72	177,825	17·80	14·18	..	..	..	43,203	4·33	3·45	..	..	..	699,072
1887-88 ..	56·02	69·09	246,340	24·76	141·35	20·08	159,757	16·06	13·02	65,018	6·54	5·30	173,991	17·49	14·18	..	..	..	42,222	4·24	3·44	..	..	..	687,328
1888-89 ..	55·54	64·86	232,915	23·35	131·31	19·99	153,807	15·42	13·20	55,422	5·55	4·76	176,995	17·74	15·19	..	..	..	27,906	2·80	2·40	..	..	..	647,045
1889-90 ..	57·13	62·32	242,075	22·10	134·70	20·26	159,180	14·53	13·32	67,211	6·13	5·62	182,427	16·65	15·27	..	..	..	31,894	2·91	2·66	..	..	..	682,787
1890-91 ..	58·09	62·47	241,330	21·51	132·27	20·01	172,064	15·34	14·26	66,228	5·91	5·49	193,461	17·25	16·04	..	..	..	27,622	2·46	2·29	..	..	..	700,703
1891-92 ..	56·32	63·34	245,163	21·98	131·41	19·54	177,156	15·88	14·12	57,723	5·17	4·60	198,654	17·81	15·84	..	..	..	27,822	2·50	2·22	..	..	..	706,517
1892-93 ..	58·53	61·97	262,600	22·23	140·18	20·99	183,774	15·55	14·69	53,962	4·57	4·32	202,153	17·11	16·16	..	..	..	29,653	2·51	2·37	..	..	..	732,142
1893-94 ..	56·69	62·70	268,451	22·89	140·35	20·70	177,833	15·16	13·71	56,470	4·82	4·35	201,166	17·15	15·51	..	..	..	31,440	2·68	2·42	..	..	..	735,359
1894-95 ..	54·54	63·62	272,718	23·70	138·57	20·32	175,758	15·27	13·09	50,949	4·43	3·79	201,641	17·52	15·02	..	..	..	31,095	2·70	2·32	..	..	..	732,160
1895-96 ..	54·53	63·51	282,593	23·89	141·45	20·51	185,669	15·69	13·47	54,692	4·62	3·97	207,253	17·52	15·04	37,979	3·21	2·76	.	..	..	16,818	1·42	1·22	751,368
1896-97 ..	55·55	61·35	301,981	23·48	149·77	21·26	190,543	14·82	13·41	65,825	5·12	4·64	213,914	16·63	15·06	39,072	3·03	2·75	..	..	..	22,280	1·73	1·57	789,054
1897-98 ..	56·11	62·30	327,987	23·84	160·53	21·47	209,289	15·21	13·70	65,344	4·75	4·27	232,646	16·91	15·23	41,062	2·98	2·69	..	..	..	19,137	1·39	1·25	857,191
1898-99 ..	56·22	63·26	357,189	24·30	172·92	21·60	231,532	15·75	14·00	73,680	5·01	4·46	244,932	16·67	14·81	44,319	3·02	2·68	..	..	..	21,914	1·49	1·33	929,738
1899-1900..	60·31	64·80	394,619	24·30	187·99	22·61	295,542	18·20	16·93	76,555	4·71	4·39	262,552	16·17	15·05	47,717	2·93	2·74	..	..	..	24,627	1·51	1·41	1,052,358
1900-1901..	58·58	65·30	426,405	24·69	196·14	22·15	293,383	16·98	15·24	91,532	5·30	4·75	296,159	17·15	15·38	51,590	2·99	2·68	..	..	..	31,221	1·81	1·62	1,127,848
1901-1902..	59·32	66·80	436,847	23·30	196·17	20·69	351,172	18·73	16·64	99,522	5·31	4·71	333,211	17·78	15·79	56,756	3·03	2·69	..	..	..	25,271	1·35	1·20	1,252,237
1902-1903..	59·23	68·05	460,398	23·32	203·55	20·30	378,575	19·18	16·69	105,976	5·37	4·67	360,061	18·24	15·88	62,997	3·19	2·77	..	..	..	24,592	1·25	1·08	1,343,415
																			Lake Wakatipu Steamers.						
1903-1904..	60·48	65·98	490,819	22·58	212·94	20·72	414,168	19·05	17·48	111,988	5·15	4·73	374,347	17·22	15·80	68,223	3·14	2·88	6,048	86·45	..	26,869	1·23	1·13	1,438,724
1904-1905..	58·46	67·58	508,735	23·09	216·64	19·99	425,717	19·32	16·73	109,918	4·99	4·32	402,715	18·28	15·83	68,353	3·10	2·68	5,198	88·14	..	27,736	1·26	1·09	1,492,900
1905-1906..	60·47	69·00	546,805	23·33	228·67	20·46	468,315	19·98	17·52	119,437	5·10	4·47	442,064	18·86	16·54	70,539	3·01	2·64	5,227	87·33	..	31,148	1·33	1·16	1,621,239
1906-1907..	64·21	69·06	613,890	23·45	252·78	21·81	522,100	19·94	18·55	135,793	5·19	4·82	494,942	18·90	17·58	73,376	2·80	2·61	5,082	82·52	..	32,701	1·25	1·16	1,812,482
1907-1908..	66·18	70·59	638,560	23·18	258·31	21·73	572,586	20·78	19·49	160,818	5·84	5·47	534,634	19·40	18·20	76,082	2·76	2·59	5,377	81·02	..	38,298	1·39	1·30	1,949,759
1908-1909..	67·89	72·19	656,154	22·45	257·63	21·11	628,410	21·50	20·22	165,850	5·67	5·34	605,940	20·73	19·50	92,445	3·16	2·98	5,058	78·56	..	39,042	1·33	1·26	2,114,815
1909-1910..	65·84	66·76	620,008	19·12	229·94	18·86	669,559	20·65	20·37	163,833	5·05	4·98	615,033	18·96	18·71	95,902	2·96	2·92	5,139	75·99	..	..	..	..	2,169,474
1910-1911..	67·75	65·92	693,445	19·89	253·58	20·44	695,062	19·93	20·50	180,221	5·17	5·31	631,380	18·10	18·61	98,135	2·81	2·89	5,029	75·70	..	..	..	..	2,303,272
1911-1912..	70·52	67·07	735,546	20·04	263·46	21·08	743,443	20·26	21·31	209,039	5·70	5·99	670,631	18·27	19·22	101,240	2·76	2·92	5,997	89·92	..	..	..	..	2,465,896
1912-1913..	71·84	68·13	765,860	19·32	270·61	20·38	833,146	21·02	22·18	226,146	5·71	6·02	768,936	19·40	20·47	104,902	2·64	2·79	6,619	94·27	..	..	..	..	2,705,609
1913-1914..	74·00	71·24	763,207	18·87	267·64	19·66	921,564	22·79	23·73	232,745	5·76	5·99	838,222	20·73	21·59	117,539	2·91	3·03	7,046	103·78	..	..	..	..	2,880,323
1914-1915..	74·54	71·14	738,550	17·99	254·02	18·89	954,868	23·26	24·42	228,145	5·56	5·84	870,392	21·20	22·26	122,415	2·98	3·13	6,085	88·83	..	..	..	..	2,920,455
1915-1916..	74·50	64·00	740,349	16·30	251·00	18·99	984,737	20·58	23·98	225,968	4·98	5·79	889,991	19·60	22·83	113,461	2·50	2·91	6,377	88·04	..	..	..	..	2,910,883

* Since the year 1909-1910 recoveries have been created to the branch in which they relate.

RETURN No. 17.

STATEMENT OF RAILS RELAID DURING THE YEAR ENDING 31ST MARCH, 1916

Weight.	Whangarei-Kawakawa.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
RAILS RELAID :—										
55 lb. steel	2	..	..	..	2,635	..	..	..	..	2,637
70 "	16	..	..	5,586	2,591	514	..	..	..	8,707
Totals	18	..	..	5,586	5,226	514	..	..	..	11,344

RETURN No. 18.

STATEMENT OF SLEEPERS RELAID AND REMOVED DURING THE YEAR ENDING 31ST MARCH, 1916

Description.	Whangarei-Kawakawa.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westland.	Westport.	Nelson.	Picton.	Total.
SLEEPERS RELAID :—										
Ironbark	..	..	1,493	..	2,628	83	..	..	..	4,204
Jarrah	..	..	51,405	..	62,492	507	..	162	668	115,234
Silver-pine	..	..	6,386	..	19,600	4,119	69	795	2,911	33,880
Grey-gum		..	6	..	7	..	..	..	..	13
Totara	48	751	2,204	..	..	..	..	..	..	3,003
Puriri	978	52	60	..	..	..	..	..	..	1,090
Birch	..	..	59	..	..	..	..	..	..	59
Douglas Fir	..	..	45	..	..	..	..	..	..	45
Matai	..	..	242	..	..	..	..	..	..	242
Powellized	..	..	60	..	..	..	..	..	..	60
Rimu	..	..	393	..	..	..	..	..	..	393
Totals	1,026	803	62,353	..	84,727	4,709	69	957	3,579	158,223
SLEEPERS REMOVED :—										
Totara	131	2	32,370	..	15,378	..	..	..	..	47,881
Jarrah	..	..	10,986	..	2,049	..	..	..	..	13,035
Silver-pine	295	..	7,052	..	37,428	4,778	47	62	94	49,756
Puriri	263	50	12,793	..	832	..	..	..	..	13,938
Ironbark	..	..	661	..	1,685	..	..	..	..	2,346
Powellized	..	..	287	..	506	..	..	..	..	793
Matai	..	..	70	..	5,825	..	..	..	..	5,895
Birch	..	..	317	..	6,971	40	..	745	3,485	11,558
Grey-gum	..	..	49	..	60	..	..	..	..	109
Blue-gum	..	..	..	..	678	..	..	..	..	678
Creosoted	..	..	137	..	9,636	..	..	..	..	9,773
Yellow-pine	..	..	114	..	6	..	..	..	..	120
Kauri	337	751	57	..	..	..	..	..	..	1,145
Rimu	..	..	943	..	..	..	..	..	..	943
Totals	1,026	803	65,836	..	81,054	4,818	47	807	3,579	157,970

RETURN No. 19.

RETURN OF NUMBER OF STATIONS AND PRIVATE SIDINGS ON EACH SECTION FOR THE YEAR ENDING 31ST MARCH, 1916.

Sections.	Length.		Number of Stations and Stopping-places in the Time-tables.	Number of Private Sidings.		
				At Stations.	Out of Stations.	Total.
	M.	ch.				
Whangarei	74	28	30	6	4	10
Kaihu	19	41	12	1	2	3
Gisborne	44	28	16	2	4	6
North Island Main Line and Branches ..	1,116	75	393	116	30	146
South Island Main Line and Branches ..	1,405	9	521	170	24	194
Westland	157	26	71	23	4	27
Westport	35	78	17	1	1	2
Nelson	60	20	23	3	1	4
Picton	56	12	23	4	1	5
Totals	2,969	77	1,106	326	71	397

RETURN No. 20.

COMPARATIVE STATEMENT OF MILEAGE OF RAILWAYS OPEN FOR TRAFFIC AND UNDER MAINTENANCE ON 31ST MARCH, 1916.

Section.	Mileage open for Traffic on 31st March, 1915.	Additional Lengths opened during Year.			Reduced Mileage equivalent to Maintenance for whole Period.	Length closed during Year.		Net Addition to Mileage open for Traffic.	Net Addition to Mileage under Maintenance.	Total Mileage open for Traffic on 31st March, 1916.	Equivalent Total Mileage maintained during Financial Year ended 31st March, 1916.
		Line opened.	Date of Opening.	Length opened.		Line.	Length.				
	M. ch.			M. ch.	M. ch.		M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei–Kawakawa ..	74 28	..	..	..	..	..	..	..	..	74 28	74 28
Kaihu	19 41	..	..	..	..	..	..	..	..	19 41	19 41
North Island Main Line and Branches	1,109 32	Huntly–Awaroa.. ..	20th Dec., 1915..	7 43	2 8	..	..	7 43	2 8	1,116 75	1,111 40
Gisborne	44 28	..	..	..	..	..	..	..	..	44 28	44 28
South Island Main Line and Branches	1,402 65	..	..	..	..	..	..	..	..	1,402 65	1,402 65
Ditto, Private Line—Nightcaps Branch ..	2 24	..	..	..	..	..	..	..	..	2 24	2 24
Westland	157 26	..	..	..	..	..	..	..	..	157 26	157 26
Westport	35 78	..	..	..	..	..	..	..	..	35 78	35 78
Nelson	60 20	..	..	..	..	..	..	..	..	60 20	60 20
Picton	48 19	Ward–Wharanui ..	4th Dec., 1915 ..	7 73	2 45	..	..	7 73	2 45	56 12	50 64
Totals	2,954 41	..	..	15 36	4 53	..	..	15 36	4 53	2,969 77	2,959 14

RETURN No. 21.

Statement showing Weights of Rails in various Lines on 31st March, 1916.

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Whangarei-Kawakawa Section—														
Onerahi-Opua	..	..	..	..	..	24 44	28 12	0 50	4 46	..	..	..	..	57 72
Kaikohe Branch	..	..	..	..	..	..	16 36	..	..	..	..	..	..	16 36
Kaihu Section—														
Dargaville-Kaihu	..	..	..	..	..	17 15	2 26	..	..	..	..	..	..	19 41
North Island Main Line and Branches—														
Auckland-Wellington..	..	..	..	..	..	0 51	..	..	35 57	25 66	..	363 63	..	425 77
Newmarket-Otamatea	..	..	..	..	..	0 45	17 18	..	21 61	..	..	44 43	..	84 07
Penrose-Onehunga	..	0 10	..	..	..	2 23	..	..	..	..	..	0 26	..	2 59
Huntly-Awaroa Railway	..	..	..	..	..	..	7 43	..	..	..	..	..	..	7 43
Frankton-Thames	..	..	..	..	..	9 78	..	..	18 40	..	..	34 37	..	62 75
Paeroa-Waihi	..	..	..	..	..	..	..	..	12 22	..	..	0 2	..	12 24
Cambridge Branch	..	..	..	..	..	6 75	2 36	..	2 42	..	..	0 8	..	12 1
Morrinsville-Rotorua..	..	..	..	..	..	62 37	..	..	0 9	..	..	6 14	..	68 60
Marton-New Plymouth	..	..	..	..	..	11 13	..	..	41 44	..	..	84 8	..	136 65
Waitara Branch	0 14	0 48	..	..	..	3 77	..	..	0 3	..	..	..	..	4 62
Stratford-Whangamomona	..	..	..	..	..	15 45	21 60	..	0 30	..	..	..	..	37 55
Mount Egmont Branch	..	..	..	..	..	..	..	..	6 2	..	..	..	..	6 2
Aramoho-Wanganui	..	..	..	0 7	..	..	..	..	1 79	..	..	1 14	..	3 20
Foxton Branch	..	..	..	2 77	..	11 13	..	..	5 23	..	..	..	..	19 33
Palmerston-Spit	..	0 75	..	..	..	1 44	..	..	36 3	..	..	75 30	..	113 72
Wellington-Woodville	..	..	..	0 3	..	19 1	..	..	15 54	..	..	79 65	..	114 43
Greytown Branch	..	..	..	3 7	..	..	..	..	..	..	..	..	..	3 7
Te Aro Branch	..	..	..	..	..	1 9	..	..	0 1	..	..	..	..	1 10
Gisborne Section—														
Gisborne-Matawai	0 20	..	..	..	..	..	26 26	..	17 62	..	..	..	..	44 28
South Island Main Line and Branches—														
Lyttelton-Bluff	..	..	..	..	..	0 55	..	..	2 15	..	..	387 41	1 50	392 1
Addington-Culverden..	..	..	..	..	..	29 36	..	..	..	..	1 4	37 17	..	67 57
Oxford Branch	..	11 46	..	..	..	18 37	..	..	3 36	..	..	0 6	..	33 45
Eyreton Branch	0 66	0 3	..	..	..	19 16	0 6	..	..	..	..	..	..	20 11
Waipara-Parnassus	..	..	..	..	..	..	12 52	..	31 29	..	..	..	..	44 01
Southbridge Branch	..	..	..	..	..	23 19	1 0	..	1 20	..	..	..	..	25 39
Little River Branch	..	8 22	6 27	1 59	..	0 32	0 3	1 41	4 24	..	..	..	..	22 48
Springfield Branch	..	..	..	..	..	4 57	4 60	..	30 17	..	..	32 52	..	72 26
White Cliffs Branch	..	..	..	..	..	11 46	..	..	..	..	..	..	..	11 46
Rakaia Forks Branch..	..	..	..	..	22 20	..	..	..	..	..	..	..	..	22 20
Mount Somers Branch	3 33	24 3	..	..	..	..	..	..	..	..	..	..	..	27 36
Albury Branch	0 65	..	..	..	..	22 44	4 78	..	7 66	..	..	..	..	36 13
Waimate Branch	..	..	..	..	2 2	2 44	..	..	..	..	..	..	..	4 46
Waimate Gorge Branch	..	..	..	8 21	..	..	..	..	..	..	..	..	..	8 21
Duntroon Branch	1 16	..	..	4 34	..	28 18	..	..	3 53	..	..	..	..	37 41
Oamaru Breakwater Branch	0 23	..	..	..	..	0 40	..	..	..	..	..	..	..	0 63
Carried forward	6 77	45 47	6 27	20 48	24 22	349 54	145 56	2 11	304 38	25 66	1 4	1,147 26	1 50	2,081 46

RETURN No. 21—*continued.*

STATEMENT SHOWING WEIGHTS OF RAILS IN VARIOUS LINES ON 31ST MARCH, 1916—*continued.*

Line.	40 lb. Iron.	40 lb. Steel.	45 lb. Steel.	52 lb. Iron.	52 lb. Steel.	53 lb. Steel.	55 lb. Steel.	56 lb. Iron.	56 lb. Steel.	65 lb. Steel.	70 lb. Iron.	70 lb. Steel.	100 lb. Steel.	Total.
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
Brought forward	6 77	45 47	6 27	20 48	24 22	349 54	145 56	2 11	304 38	25 66	1 4	1,147 26	1 50	2,081 46
South Island Main Line and Branches—*continued.*														
Ngapara Branch	..	..	..	..	..	11 44	..	..	3 45	..	..	..	..	15 9
Livingstone Branch	6 75	..	..	..	..	..	3 41	..	1 39	..	..	..	..	11 75
Waihemo Branch	..	7 5	..	0 59	..	0 1	..	..	1 0	..	..	..	..	8 65
Port Chalmers Branch	..	..	..	..	..	0 17	..	..	..	..	..	1 9	..	1 26
Walton Park Branch	0 7	..	..	..	..	1 55	..	..	0 67	..	..	..	..	2 49
Fernhill Branch	..	..	..	..	..	1 57	..	..	..	..	..	..	..	1 57
Otago Central Railway	..	..	..	..	..	65 73	3 0	..	65 58	..	..	..	..	134 51
Outram Branch	..	..	..	..	..	6 34	0 69	..	1 57	..	..	..	..	9 0
Lawrence Branch	0 4	..	..	..	..	1 29	18 26	..	15 9	..	..	..	..	34 63
Catlin's River Branch	..	..	..	0 25	..	19 2	20 4	..	3 37	..	..	..	..	42 68
Tapanui Branch	..	..	..	..	..	10 39	9 3	..	6 59	..	..	..	..	26 21
Waikaka Branch	..	..	..	..	..	..	12 55	..	..	..	..	0 2	..	12 57
Wyndham Branch	..	..	..	..	..	9 1	..	..	..	..	..	0 34	..	9 35
Seaward Bush Branch	..	..	..	..	..	1 66	24 76	..	7 3	..	..	..	..	33 65
Invercargill–Kingston	..	..	..	..	..	44 59	..	..	23 56	..	10 50	7 75	..	87 0
Makarewa–Tuatapere	..	..	..	..	..	17 76	8 6	..	10 21	..	..	12 0	..	48 23
Thornbury–Nightcaps	..	0 7	..	..	..	..	..	..	..	..	..	24 44	..	24 51
Forest Hill Branch	12 63	..	..	..	..	..	0 3	..	..	..	..	..	..	12 66
Mararoa Branch	..	10 16	..	..	..	0 24	..	..	0 1	..	..	..	..	10 41
Waimea Plains Railway	..	..	..	9 72	..	4 22	..	..	0 72	..	..	21 35	..	36 41
Riversdale–Switzers	..	..	..	..	..	1 77	11 69	..	..	..	..	0 1	..	13 67
Westland Section—														
Greymouth–Otira	..	..	..	..	..	22 30	..	..	11 30	..	..	16 68	..	50 48
Greymouth–Ross	..	..	..	..	..	18 26	..	..	17 43	..	..	2 40	..	38 29
Stillwater–Inangahua	..	..	..	..	..	31 25	13 29	..	6 64	..	..	5 35	..	56 73
Blackball–Ngahere	..	..	..	..	..	..	1 0	..	2 31	..	..	..	..	3 31
Coal Creek Branch	..	..	..	..	..	0 15	..	..	4 62	..	..	3 8	..	8 5
Westport–Mokihinui	..	..	..	0 16	..	10 70	..	..	..	..	..	19 11	..	30 17
Westport–Te Kuha	..	..	..	..	..	..	5 61	..	..	..	..	..	..	5 61
Nelson–Glenhope	0 2	0 1	..	1 1	..	24 41	17 60	..	16 75	..	..	..	..	60 20
Picton–Wharanui	0 10	..	..	0 1	..	17 2	22 48	..	16 29	..	..	0 2	..	56 12
Totals	26 78	62 76	6 27	32 62	24 22	672 59	318 46	2 11	522 16	25 66	11 54	1,261 70	1 50	2,969 77

RETURN No. 22.

SOUTH ISLAND MAIN LINE AND BRANCHES.

SHOWING MILEAGE OF TRACK IN MAIN LINE AND SIDINGS OPEN FOR TRAFFIC ON 31ST MARCH, 1916, ON THE SOUTH ISLAND MAIN LINE AND BRANCHES.

Line of Railway.	Main Line.		Branches.	Total Railway.	Sidings.			Total Equivalent of Single Track.
	Single.	Double.			Main Line.	Branches.	Total.	
	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.	M. ch.
CHRISTCHURCH DIVISION :—								
Main Line	211 57	17 72	..	229 49	98 56	..	98 56	328 25
Rangiora–Sheffield and Eyreton Junction – Bennett's	..	..	53 56			4 79		58 55
Waipara–Parnassus	..	..	44 1			4 45		48 46
Southbridge and Little River Branches	..	..	48 7			6 74		55 1
Springfield and White Cliffs Branches	..	..	83 72	328 32	..	8 16	35 65	92 8
Rakaia and Ashburton Forks Branch	..	..	22 20			3 16		25 36
Mount Somers Branch ..	..	..	27 36			1 75		29 31
Albury Branch	..	..	36 13			3 11		39 24
Waimate Branch	..	..	12 67			2 69		15 56
Totals, Christchurch Division	211 57	17 72	328 32	558 1	98 56	35 65	134 41	692 42
DUNEDIN DIVISION :—								
Main Line	165 40	11 24	..	176 64	73 2	..	73 2	249 66
Duntroon Branch	..	..	37 41			3 13		40 54
Oamaru–Breakwater Branch ..	..	..	0 63			1 72		2 55
Ngapara & Livingstone Branches	..	..	27 4			2 44		29 48
Waihemo Branch	..	..	8 65			0 63		9 48
Port Chalmers Branch ..	..	..	1 26			3 65		5 11
Walton Park Branch ..	..	..	2 49	301 12	..	0 79	32 47	3 48
Fernhill Branch	..	..	1 57			0 24		2 1
Otago Central Railway ..	..	..	134 51			10 40		145 11
Outram Branch	..	..	9 0			0 63		9 63
Lawrence Branch	..	..	34 68			3 13		38 1
Catlin's River Branch ..	..	..	42 68			4 51		47 39
Totals, Dunedin Division ..	165 40	11 24	301 12	477 76	73 2	32 47	105 49	583 45
INVERCARGILL DIVISION :—								
Main Line	82 41	..	..	82 41	35 8	..	35 8	117 49
Tapanui Branch	..	..	26 21			2 70		29 11
Waimea Plains Branch ..	..	..	36 41			3 29		39 70
Switzer's Branch	..	..	13 67			2 3		15 70
Waikaka Branch	..	..	12 57			1 76		14 53
Wyndham Branch	..	..	9 35			1 0		10 35
Seaward Bush Branch ..	..	..	33 65			3 5		36 70
Kingston Branch	..	..	87 0	315 67	..	11 35	41 52	98 35
Makarewa – Orepuki Branch ..	..	..	48 23			9 49		57 72
Thornbury–Wairio and Wairio–Nightcaps Branches	..	..	24 51			4 2		28 53
Forest Hill Railway ..	..	..	12 66			1 20		14 6
Lumsden – Mararoa Branch ..	..	..	10 41			1 3		11 44
Totals, Invercargill Division	82 41	..	315 67	398 28	35 8	41 52	76 60	475 8
Grand Totals—Whole Line..	459 58	29 16	945 31	1,434 25	206 66	110 4	316 70	1,751 15

RETURN No. 23.

STATEMENT SHOWING APPROXIMATELY SLEEPERS LAID AND REMOVED UP TO 31ST MARCH, 1916.

Year.	Approximate Length opened each Year.			Sleepers.	
	North Island.	Middle Island.	Total.	Laid during Construction. (2,100 per mile.)	Removed during Maintenance.*
	M. ch.	M. ch.	M. ch.		
1867	..	45 70	45 70	96,338	..
1870–71	..	18 58	18 58	39,323	..
1871–72	..	11 68	11 68	24,885	..
1872–73	..	27 62	27 62	58,327	..
1873–74	10 55	11 21	21 76	46,095	..
1874–75	61 19	126 78	188 17	395,246	..
1875–76	69 23	248 4	317 27	666,409	..
1876–77	64 24	152 39	216 63	455,254	..
1877–78	103 76	94 58	198 54	417,217	..
1878–79	27 19	56 46	83 65	176,006	..
1879–80†	26 33	40 73	67 26	141,382	..
1880–81	68 39	32 71	101 30	212,888	74,261
1881–82	22 67	40 16	63 3	132,379	73,947
1882–83	2 2	40 19	42 21	88,751	106,763
1883–84	22 19	22 50	44 69	94,211	125,632
1884–85	56 0	24 0	80 0	168,000	148,325
1885–86	43 26	47 52	90 78	191,048	137,993
1886–87	58 72	11 39	70 31	147,814	139,040
1887–88	11 47	17 32	28 79	60,874	122,027
1888–89	18 31	..	18 31	42,814	108,690
1889–90	11 57	20 68	32 45	68,381	129,634
1890–91	28 21	5 68	34 9	71,636	133,954
1891–92	..	27 27	27 27	57,408	139,912
1892–93	17 26	..	17 26	36,382	132,569
1893–94	28 38	33 58	62 16	130,620	155,827
1894–95	16 62	27 24	44 6	92,558	170,681
1895–96	14 73	3 48	18 41	38,876	188,291
1896–97	3 64	1 11	4 75	10,370	210,588
1897–98	27 46	10 2	37 48	78,960	243,479
1898–99	22 46	11 13	33 59	70,848	282,326
1899–1900	..	19 26	19 26	40,582	302,354
1900–1901	4 30	103 38	107 68	226,485	345,433
1901–1902	11 20	12 32	23 52	49,665	369,339
1902–1903	28 40	27 43	56 3	117,679	330,029
1903–1904	33 12	4 44	37 56	79,170	309,296
1904–1905	17 61	27 75	45 56	95,970	302,252
1905–1906	23 5	8 52	31 57	66,596	309,183
1906–1907	..	50 7	50 7	105,184	283,293
1907–1908	10 38	4 61	15 19	31,999	331,678
1908–1909	186 21	23 21	209 42	440,003	279,190
1909–1910	3 60	31 43	35 23	74,104	236,390
1910–1911	14 64	29 76	44 60	93,975	282,682
1911–1912	23 30	23 1	46 31	97,414	273,586
1912–1913	25 37	26 77	52 34	110,092	235,378
1913–1914	..	3 6	3 6	6,458	261,748
1914–1915	40 22	51 3	91 25	191,756	227,674
1915–1916	7 43	7 73	15 36	32,445	157,970
Totals ..	..	..	..	6,170,877	7,661,414

* Complete information not recorded until 1880–81. † Nine months only.

RETURN No. 24.

Statement of Accidents for the Year ending 31st March, 1916.

—	Train Accidents.									Accidents on Line (other than Train-running).						Shunting Accidents.						Accidents on Wharves and in Sheds.						Accidents in Workshops.						Total.		
	Passengers.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.			Employees.			Other Persons.					
	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.	Fatal.	Serious.	Minor.
Whangarei	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	2
Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gisborne	..	1	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	3
North Island Main Line and Branches	6	2	12	3	..	14	9	..	5	1	..	131	1	..	1	2	1	73	..	..	..	..	..	110	..	..	..	..	..	162	..	..	..	22	3	508
South Island Main Line and Branches	4	..	3	1	..	5	1	..	2	1	..	55	..	..	..	..	..	24	1	1	1	..	..	132	..	..	..	..	..	156	..	..	..	8	1	378
Westland	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	1	..	..	..	..	..	9	..	..	..	..	1	7	..	..	..	..	1	22
Westport	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	6	..	..	..	..	..	7	..	..	..	..	..	15
Nelson	..	..	..	..	..	..	3	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	3	..	5
Picton	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Totals	10	3	15	4	..	19	13	..	8	2	..	196	1	..	1	2	1	101	1	1	1	..	..	261	..	..	1	..	1	332	..	..	..	33	6	935

RETURN No. 25.

Locomotive Returns for the Year ending 31st March, 1916.

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Engine-mileage. Detail. Shunting and Empty.	Engine-mileage. Detail. Work-train.	Engine-mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Cost per Engine-mile, in Pence. Running. Stores.	Cost per Engine-mile, in Pence. Running. Fuel.	Cost per Engine-mile, in Pence. Running. Wages.	Cost per Engine-mile, in Pence. Total.	Days in Steam.	Type.
WHANGAREI SECTION.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
C	*	15	481	327	..	808	233	48	9	38	9	2	6	19	36	2·67	0·59	1·78	5·64	10·68	31	C.
D	1	15	1,585	1,139	146	2,870	1,293	195	17	88	224	8	35	73	340	18·73	0·67	2·93	6·10	28·43	87	D.
Fa	3	17	32,327	7,599	1,974	41,900	13,900	1,434	132	433	611	55	374	884	1,924	3·50	0·32	2·14	5·06	11·02	458	Fa.
Wb.. ..	5	17	94,818	22,639	759	118,216	63,036	4,180	279	1,242	1,637	163	1,696	2,345	5,841	3·32	0·33	3·44	4·77	11·86	1,131	Wb.
Total ..	9	..	129,211	31,704	2,879	163,794	78,462	5,857	437	1,801	2,481	228	2,111	3,321	8,141	3·63	0·33	3·09	4·87	11·92	1,707	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,647	..	..	..	..	2·42	..	
					2,879	163,794									9,788					14·34		
					2,870	2,870†									164‡							
Totals ..	..	..	129,211	31,704	9	160,924	..	..	..	..	..	..	..	..	9,624	..	..	..	..	..	..	
KAIHU SECTION.																						
F	2	15	15,380	3,319	5	18,704	3,690	372	44	181	509	17	273	427	1,226	6·53	0·22	3·50	5·48	15·73	306	F.
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	154	..	..	..	..	..	..	
Totals ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,380	..	..	..	..	..	..	
GISBORNE SECTION.																						
Fa	1	15	6,060	1,842	1,486	9,388	3,156	404	11	129	918	15	219	197	1,349	23·44	0·38	5·59	5·04	34·45	114	F.A.
Wa ..	4	15	49,173	10,533	3,871	63,577	27,726	2,691	52	732	1,691	97	1,988	1,344	5,120	6·38	0·36	7·54	5·05	19·33	670	W.A.
Total ..	5	..	55,233	12,375	5,357	72,965	30,882	3,095	63	861	2,609	112	2,207	1,541	6,469	8·58	0·37	7·26	5·07	21·28	784	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,014	..	..	..	..	3·34	..	
					5,357	72,965									7,483					24·62		
					2,399	2,399†									161†							
Totals ..	..	..	55,233	12,375	2,958	70,566	..	..	..	..	..	..	..	..	7,322	..	..	..	..	..	..	

* 1 C sold July, 1915. † Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. ‡ Credits for same received from Maintenance Branch.

RETURN No. 25—*continued.*

Locomotive Returns for the Year ending 31st March, 1916—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Engine-mileage. Detail. Shunting and Empty.	Engine-mileage. Detail. Work-train.	Engine-mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Cost per Engine-mile, in Pence. Running. Stores.	Cost per Engine-mile, in Pence. Running. Fuel.	Cost per Engine-mile, in Pence. Running. Wages.	Cost per Engine-mile, in Pence. Total.	Days in Steam.	Type.
NORTH ISLAND MAIN LINE AND BRANCHES.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
A	50	25	1,425,695	83,236	9,074	1,518,005	678,383	64,278	3,180	24,930	24,575	2,486	38,607	23,413	89,081	3·89	0·39	6·10	3·70	14·08	11,447	A.
AA	10	25	167,614	14,269	432	182,315	118,080	7,664	435	3,606	1,772	314	7,355	3,667	13,108	2·33	0·41	9·68	4·83	17·25	1,769	AA.
BB	14	20	192,146	22,666	341	215,153	121,803	7,557	361	2,656	1,776	290	7,590	4,341	13,997	1·98	0·32	8·48	4·84	15·62	1,995	BB.
BC	1	20	14,958	1,460	..	16,418	9,628	742	40	336	370	28	604	362	1,364	5·42	0·40	8·83	5·29	19·94	193	BC.
C	2	15	..	14,767	..	14,767	2,792	293	38	179	209	12	172	367	760	3·39	0·19	2·79	5·96	12·33	391	C.
D	5	15	11,158	46,005	49,353	106,516	14,634	1,535	131	822	342	60	762	1,464	2,628	0·77	0·13	1·72	3·29	5·91	1,881	D.
E (simple) ..	4	20	5,848	17,378	1,648	24,874	9,131	974	57	442	364	37	556	768	1,725	3·51	0·36	5·36	7·41	16·64	414	E (simple).
E (compound)	1	6	..	8	3,174	3,182	1,720	133	10	61	360	5	104	74	543	27·14	0·39	7·88	5·56	40·97	29	E (compound).
F and FA ..	28	20	33,423	398,017	54,165	485,605	149,630	13,438	797	4,817	8,294	519	7,265	14,891	30,969	4·09	0·26	3·59	7·36	15·30	6,368	F and FA.
H	6	6	29,178	17,653	139	46,970	47,900	2,695	224	1,555	4,021	113	2,990	2,212	9,336	20·55	0·57	15·28	11·30	47·70	1,326	H.
J	17	20	313,693	62,236	4,100	380,029	153,332	11,039	515	4,073	4,248	418	9,388	7,473	21,527	2·68	0·26	5·93	4·72	13·59	3,545	J.
K	2	25	17,024	3,478	..	20,502	7,195	477	45	312	83	22	458	492	1,055	0·97	0·26	5·36	5·76	12·35	301	K.
L	9	20	96,153	39,681	6,572	142,406	53,459	3,547	250	1,240	2,525	137	2,805	3,100	8,567	4·26	0·23	4·72	5·22	14·43	1,893	L.
M	4	20	49,038	16,010	1,559	66,607	21,097	1,484	109	683	779	57	1,318	1,231	3,385	2·80	0·20	4·75	4·43	12·18	639	M.
N simple) ..	10	25	243,324	30,297	4,077	277,698	121,934	7,768	378	2,848	4,360	298	7,617	4,835	17,110	3·77	0·26	6·43	4·32	14·78	2,285	N (simple).
N (compound) NA and NC	5	20	119,578	5,701	871	126,150	63,453	4,100	139	1,333	4,277	149	3,961	2,181	10,568	8·14	0·28	7·53	4·15	20·10	930	N (compound) NA and NC.
O and OB ..	8	18	110,475	23,247	1,523	135,245	68,880	3,976	227	1,766	3,327	152	4,312	3,062	10,853	5·90	0·27	7·65	5·43	19·25	1,585	O and OB.
OA and OC ..	2	20	27,911	8,427	320	36,658	24,157	1,670	78	615	1,044	63	1,520	927	3,554	6·80	0·41	9·95	6·07	23·23	469	OA and OC.
P	4	18	37,310	12,297	25,762	75,369	39,839	2,467	142	997	877	98	2,222	1,692	4,889	2·79	0·31	7·08	5·40	15·58	916	P.
Q	6	25	159,871	18,266	3,883	182,020	117,806	6,325	241	2,028	2,350	247	5,897	3,590	12,084	3·09	0·32	7·78	4·76	15·95	1,494	Q.
R	10	20	64,157	100,850	10,245	175,252	63,139	5,579	340	2,142	2,460	207	3,960	4,843	11,470	3·37	0·28	5·42	6·64	15·71	2,293	R.
S	4	20	2,207	78,431	494	81,132	30,381	2,443	160	1,319	997	105	1,899	2,770	5,771	2·95	0·30	5·62	8·19	17·06	1,030	S.
T	2	18	3,340	1,718	31,221	36,279	16,608	1,016	68	402	553	41	985	814	2,393	3·66	0·27	6·52	5·39	15·84	410	T.
UD ..	2	30	52,052	4,429	170	56,651	30,864	1,748	80	518	1,751	64	1,921	1,022	4,758	7·42	0·27	8·14	4·33	20·16	423	UD.
V	3	20	34,857	19,267	375	54,499	23,367	1,688	101	696	1,148	63	1,466	1,247	3,924	5·05	0·28	6·46	5·49	17·28	600	V.
WA, WF, WG, WH, and WW	76	25	1,441,564	310,573	131,879	1,884,016	891,501	63,372	2,852	20,910	26,525	2,407	49,789	38,969	117,690	3·38	0·31	6·34	4·96	14·99	18,679	WA. WF, WG. WH and WW.
WB, WD, and WJ	16	20	287,365	55,936	87,822	431,123	223,635	14,528	588	4,501	8,924	518	14,013	8,762	32,217	4·98	0·28	7·80	4·87	17·93	3,872	WB. WD, and WJ.
WE ..	1	15	15,707	5,955	194	21,856	14,809	1,209	40	344	501	44	932	583	2,060	5·50	0·48	10·24	6·39	22·61	255	WE.
X	18	20	383,614	31,060	48	414,722	314,571	36,183	1,078	8,312	8,125	1,208	19,658	8,601	37,592	4·70	0·69	11·37	4·99	21·75	3,827	X.
Rail motor ..	1	20	6,838	1,494	..	8,332	3,827‡	589	15	178	106	22	315	133	576	3·05	0·64	9·07	3·83	16·59	234	Rail motor.
Small tank§ ..	1	6	..	3,129	..	3,129	..	..	..	..	15	..	..	..	15	1·24	..	..	..	1·24	249	Small tank.§
Totals ..	322	..	5,346,098	1,447,941	429,441	7,223,480	3,433,728 3,827‡	270,517	12,719	94,621	117,058	10,184	200,441	147,886	475,569	3·89	0·34	6·66	4·91	15·80	71,742	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	68,099	..	..	..	..	2·26	..	
					429,441 229,195	7,223,480 229,195*									543,668 14,812†					18·06		
Totals ..	..	..	5,346,098	1,447,941	200,246	6,994,285	..	..	..	..	..	..	..	..	528,856	..	..	..	..	..	..	

* Mileage run by engines performing work-train service for Maintenance Branch "working-expenses" classifications. † Credit for same received from Maintenance Branch. ‡ Gallons petrol. § Wages, fuel, &c., supplied by Stores Branch. 1 C sold in May. 2 D sold in May. 1 D sold in February. 1 D sold in March. 1 WA transferred to Gisborne in July. 1 WF transferred to Picton in August. 1 FA transferred to Whangarei in December. 1 WF transferred to Nelson in June.

RETURN No. 25—*continued.*

Locomotive Returns for the Year ending 31st March, 1916—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Engine-mileage. Detail. Shunting and Empty.	Engine-mileage. Detail. Work-train.	Engine-mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Cost per Engine-mile, in Pence. Running. Stores.	Cost per Engine-mile, in Pence. Running. Fuel.	Cost per Engine-mile, in Pence. Running. Wages.	Cost per Engine-mile, in Pence. Total.	Days in Steam.	Type.
SOUTH ISLAND MAIN LINE AND BRANCHES.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
A (compound)	7	30	194,394	7,103	1	201,498	89,637	7,176	338	2,466	7,725	267	5,395	2,810	16,197	9·20	0·32	6·42	3·35	19·29	1,275	A (compound).
AB (simple) 409	1	30	25,797	1,188	..	26,985	11,666	753	47	323	701	29	696	378	1,804	6·23	0·26	6·19	3·36	16·04	176	AB (simple) 409.
AB	4	30	37,582	1,460	..	39,042	13,408	1,170	54	364	138	42	799	465	1,444	0·85	0·26	4·91	2·86	8·88	236	AB.
B	8	20	185,335	22,507	..	207,842	139,035	8,361	400	2,708	4,036	311	8,022	4,759	17,128	4·67	0·36	9·26	5·49	19·78	2,046	B.
BA	10	20	193,116	37,756	295	231,167	155,012	11,284	539	3,695	3,641	416	9,102	5,739	18,898	3·78	0·43	9·45	5·96	19·62	2,525	BA.
D	14	18	600	94,794	..	95,394	28,435	2,339	202	1,480	419	99	1,197	3,258	4,973	1·05	0·25	3·01	8·20	12·51	1,906	D.
F and FA ..	41	20	122,315	522,309	31,399	676,023	251,597	20,022	1,323	7,479	10,286	702	10,019	22,010	43,017	3·67	0·25	3·56	7·81	15·29	9,736	F and FA.
J	15	25	290,875	41,640	4,179	336,694	157,201	8,926	767	4,374	5,228	355	7,049	7,130	19,762	3·73	0·25	5·02	5·09	14·09	3,691	J.
K	6	25	69,538	7,876	361	77,775	34,775	1,929	195	1,108	1,758	80	1,894	1,609	5,341	5·42	0·25	5·84	4·97	16·48	1,019	K.
L	1	20	5,990	2,961	102	9,053	3,060	303	25	151	558	14	187	275	1,034	14·79	0·37	4·96	7·29	27·41	170	L.
P	6	18	101,288	12,309	20,376	133,973	86,901	4,155	306	1,669	2,182	157	3,362	2,911	8,612	3·91	0·28	6·02	5·22	15·43	1,379	P.
Q	7	30	221,708	13,974	..	235,682	124,215	8,541	300	2,208	4,469	294	7,143	3,396	15,302	4·55	0·30	7·27	3·46	15·58	1,552	Q.
R	8	20	13,197	70,100	33,359	116,656	40,016	2,976	297	1,906	2,728	121	2,220	3,645	8,714	5·61	0·25	4·57	7·49	17·92	1,669	R.
T	4	18	48,539	5,743	1,266	55,548	28,820	1,699	143	1,033	800	70	1,766	1,498	4,134	3·46	0·30	7·63	6·47	17·86	867	T.
U, UA, and UC	25	30	604,007	42,442	8,308	654,757	344,128	18,614	1,184	7,229	10,292	731	19,333	12,075	42,431	3·77	0·27	7·09	4·43	15·56	6,075	U, UA, and UC.
UB	22	30	599,901	39,915	266	640,082	335,200	20,243	851	6,852	12,706	746	20,116	11,143	44,711	4·76	0·28	7·54	4·18	16·76	5,225	UB.
V	10	25	256,113	16,289	1,080	273,482	174,556	6,745	560	3,179	2,641	258	4,636	5,215	12,750	2·32	0·23	4·07	4·57	11·19	2,581	V.
WD ..	4	20	59,453	18,066	4,350	81,869	32,141	3,072	164	1,092	2,289	115	2,020	1,924	6,348	6·71	0·34	5·92	5·64	18·61	943	WD.
WF.. ..	16	25	276,099	86,790	29,109	391,998	184,654	12,403	728	4,797	7,358	494	11,276	9,316	28,444	4·50	0·30	6·90	5·70	17·40	4,199	WF.
Totals ..	209	..	3,305,847	1,045,222	134,451	4,485,520	2,234,457	140,711	8,423	54,113	79,955	5,301	116,232	99,556	301,044	4·28	0·28	6·21	5·34	16·11	47,270	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	42,931	..	..	..	..	2·30	..	
					134,451	4,485,520									343,975					18·41		
					124,462	124,462*									6,746†							
Totals ..	..	..	3,305,847	1,045,222	9,989	4,361,058	..	..	..	..	..	..	..	..	337,229	..	..	..	..	..	..	

* Mileage run by engines performing work-train services or Maintenance Branch "working-expenses" classifications.

† Credit for same received from Maintenance Branch.

RETURN No. 25—*continued.*

Locomotive Returns for the Year ending 31st March, 1916—*continued.*

Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Engine-mileage. Detail. Shunting and Empty.	Engine-mileage. Detail. Work-train.	Engine-mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Cost per Engine-mile, in Pence. Running. Stores.	Cost per Engine-mile, in Pence. Running. Fuel.	Cost per Engine-mile, in Pence. Running. Wages.	Cost per Engine-mile, in Pence. Total.	Days in Steam.	Type.
WESTLAND SECTION.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
D	1	18	..	3,324	..	3,324	736	216	11	67	21	8	24	130	183	1·52	0·58	1·73	9·38	13·21	72	D.
F and FA ..	6	20	59,773	54,152	618	114,543	32,563	4,316	224	1,230	2,759	151	1,089	3,189	7,188	5·77	0·33	2·28	6·68	15·06	1,401	F and FA.
LA	5	20	49,397	9,309	20,006	78,712	27,915	3,667	197	1,111	1,037	131	934	1,905	4,007	3·17	0·40	2·85	5·80	12·22	1,111	LA.
N	1	25	26,060	1,595	362	28,017	12,707	999	48	378	167	38	424	543	1,172	1·44	0·32	3·63	4·65	10·04	283	N.
W and WA ..	5	18	99,876	20,377	749	121,002	58,881	4,564	230	1,750	2,675	170	1,974	2,867	7,686	5·33	0·34	3·90	5·67	15·24	1,263	W and WA.
WB.. ..	1	20	10,945	2,380	74	13,399	7,035	697	33	250	836	26	235	350	1,447	14·97	0·46	4·21	6·27	25·91	160	WB.
WE ..	1	15	11,286	4,343	574	16,203	9,921	933	47	360	314	35	334	583	1,266	4·65	0·52	4·95	8·64	18·76	244	WE.
Totals ..	20	..	257,337	95,480	22,383	375,200	149,758	15,392	790	5,146	7,809	559	5,014	9,567	22,949	4·99	0·36	3·21	6·12	14·68	4,534	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,369	..	..	..	..	1·52	..	
					22,383	375,200									25,318					16·20		
					21,690	21,690*									1,267*							
Totals ..	..	..	257,337	95,480	693	353,510	..	..	..	..	..	..	..	..	24,051	..	..	..	..	..	..	
WESTPORT SECTION.																						
C	2	12	12	19,540	2	19,554	5,591	1,022	56	374	261	34	174	830	1,299	3·20	0·41	2·14	10·19	15·94	315	C.
F and FA ..	4	15	18,816	32,197	3,072	54,085	16,357	1,823	141	900	933	76	514	1,781	3,304	4·14	0·34	2·28	7·90	14·66	833	F and FA.
WB.. ..	5	20	79,550	25,909	10	105,469	57,769	4,584	233	1,690	1,394	169	1,793	2,643	5,999	3·17	0·38	4·08	6·02	13·65	1,178	WB.
Totals ..	11	..	98,378	77,646	3,084	179,108	79,717	7,429	430	2,964	2,588	279	2,481	5,254	10,602	3·47	0·37	3·33	7·04	14·21	2,326	
General charges	..	..	..	..	..	..		..	..	..	..	..	..	..	1,942	..	..	..	..	2·60	..	
					3,084	179,108									12,544					16·81		
					3,074	3,074*									211†							
Totals ..	..	..	98,378	77,646	10	176,034	..	..	..	..	..	..	..	..	12,333	..	..	..	..	..	..	

* Mileage run by engines performing work-train services for Maintenance Branch "working-expenses" classifications. † Credits for same from Maintenance Branch.

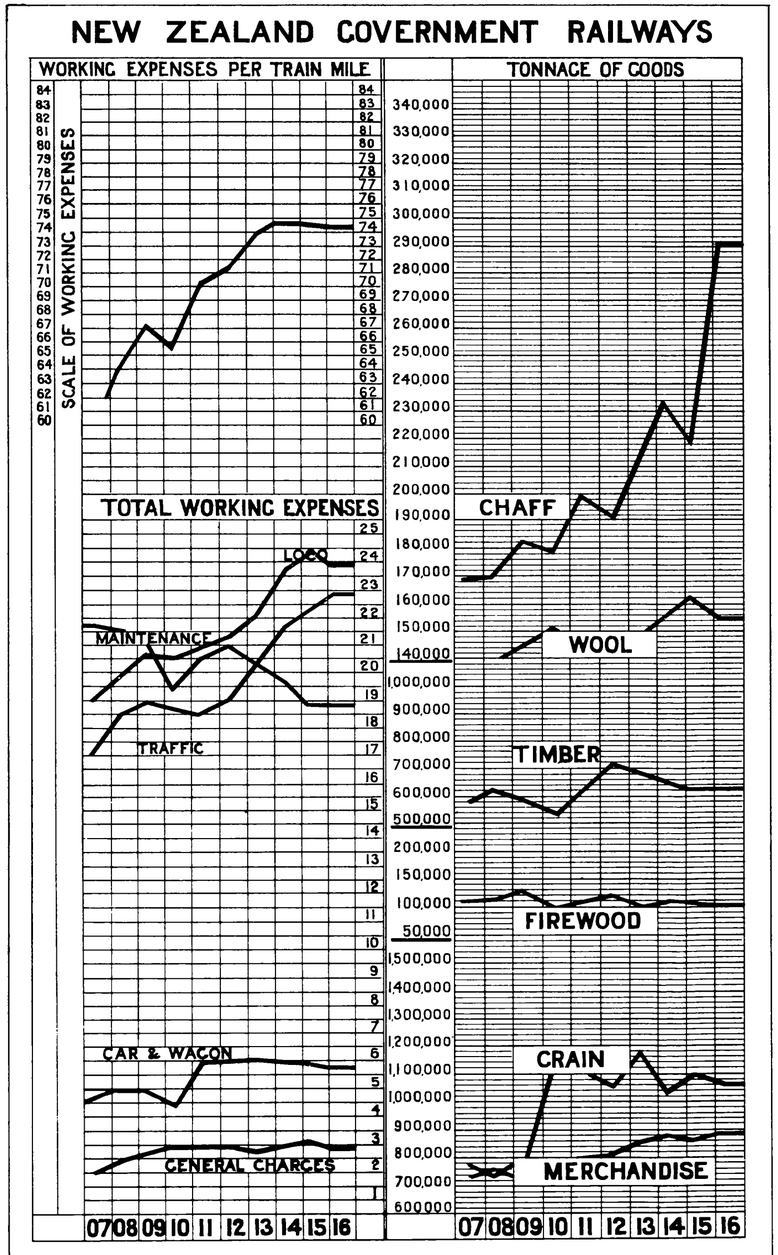
RETURN No. 25—*continued.*

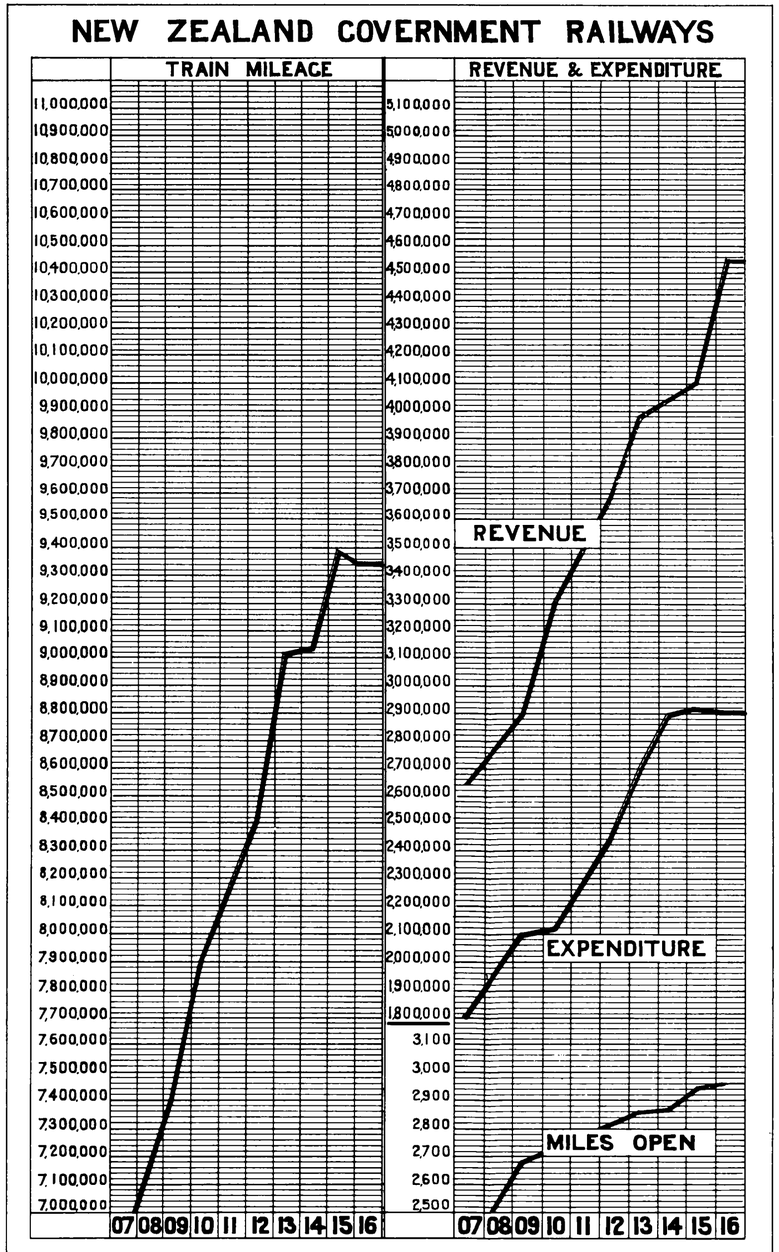
Locomotive Returns for the Year ending 31st March, 1916—*continued.*

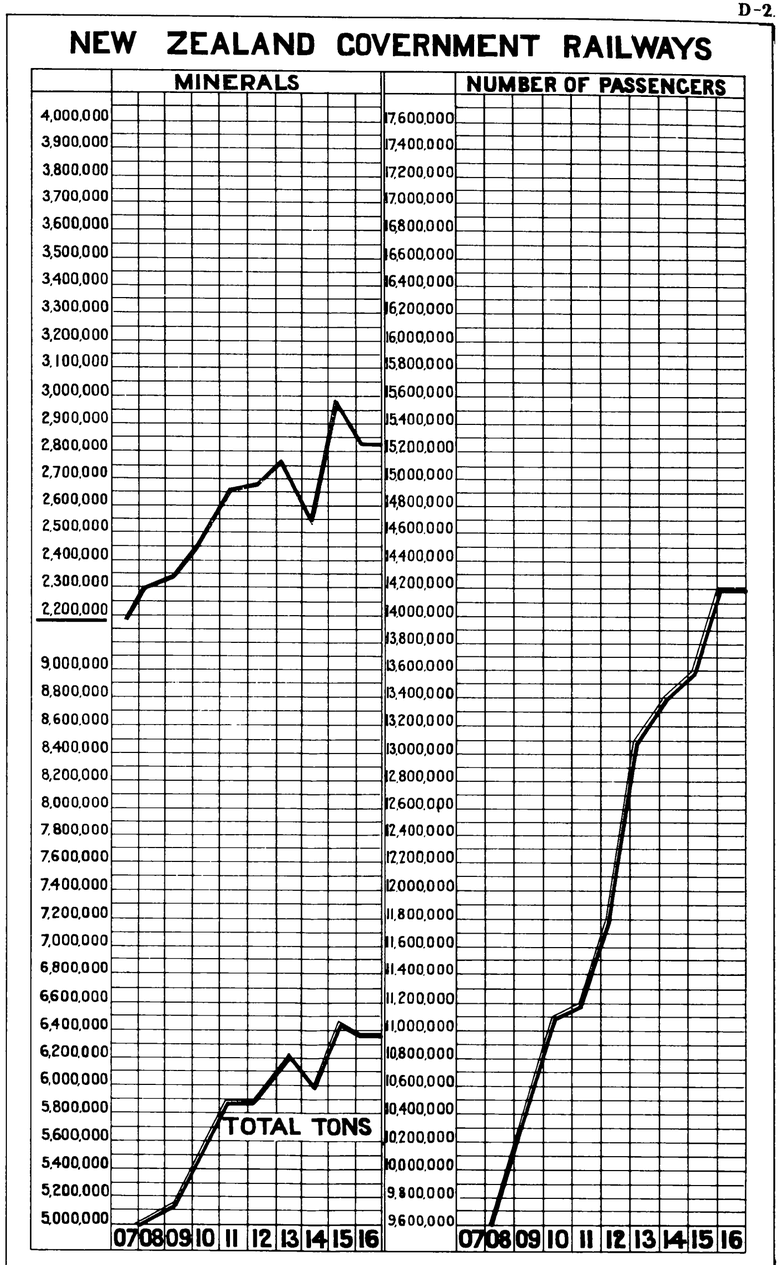
Type.	Number of Engines.	Average Speed—Miles per Hour.	Engine-mileage. Detail. Train.	Engine-mileage. Detail. Shunting and Empty.	Engine-mileage. Detail. Work-train.	Engine-mileage. Total.	Quantity of Stores. Running. Coal.	Quantity of Stores. Running. Oil.	Quantity of Stores. Running. Tallow.	Quantity of Stores. Running. Waste.	Cost. Repairs. Wages and Material.	Cost. Running. Stores.	Cost. Running. Fuel.	Cost. Running. Wages.	Cost. Total.	Cost per Engine-mile, in Pence. Repairs. Wages and Material.	Cost per Engine-mile, in Pence. Running. Stores.	Cost per Engine-mile, in Pence. Running. Fuel.	Cost per Engine-mile, in Pence. Running. Wages.	Cost per Engine-mile, in Pence. Total.	Days in Steam.	Type.
NELSON SECTION.																						
							Cwt.	Qt.	lb.	lb.	£	£	£	£	£							
D*	..	18	337	415	68	820	216	7	4	17	17	1	13	20	51	4·98	0·29	3·80	5·85	14·92	28	D.
F and Fa ..	4	18	61,462	12,513	230	74,205	20,907	2,268	111	895	748	85	1,329	1,452	3,614	2·41	0·28	4·30	4·70	11·69	971	F and Fa.
Wf.. ..	1	25	17,515	1,379	..	18,894	7,265	571	32	232	135	21	466	337	959	1·72	0·27	5·86	4·28	12·13	177	Wf.
Total ..	5	..	79,314	14,307	298	93,919	28,388	2,846	147	1,144	900	107	1,808	1,809	4,624	2·30	0·27	4·63	4·62	11·82	1,176	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	894	..	..	..	..	2·28	..	
					298 294	93,919 294†									5,518 13‡					14·10		
Totals ..	..	..	79,314	14,307	4	93,625	..	..	..	..	..	..	..	..	5,505	..	..	..	..	..	..	
PICTON SECTION.																						
D	1	18	482	6,299	1,693	8,474	1,971	368	19	174	19	13	132	296	460	0·54	0·37	3·73	8·39	13·03	210	D.
Fa	2	18	35,394	5,116	12	40,522	14,935	1,387	31	365	1,179	45	1,003	773	3,000	6·98	0·27	5·94	4·58	17·77	401	Fa.
G§	3	18	20,590	9,025	11,219	40,834	10,334	1,428	64	592	385	50	692	958	2,085	2·26	0·29	4·07	5·63	12·25	589	G.
Wf.. ..	1	25	13,258	3,710	..	16,968	5,347	610	17	162	111	22	361	366	860	1·57	0·31	5·11	5·18	12·17	172	Wf.
Totals ..	7	..	69,724	24,150	12,924	106,798	32,587	3,793	131	1,293	1,694	130	2,188	2,393	6,405	3·81	0·29	4·92	5·38	14·40	1,372	
General charges	..	..	..	..	..	..	..	..	..	..	..	..	..	..	840	..	..	..	..	1·88	..	
					12,924 3,687	106,798 3,687†									7,245 143‡					16·28		
Totals ..	..	..	69,724	24,150	9,237	103,111	..	..	..	..	..	..	..	..	7,102	..	..	..	..	..	..	

* 1 D sold in July. † Mileage run by engines performing work-train services for Maintenance Branch "Working-expenses" classifications. ‡ Credits for same from Maintenance Branch. § 1 G sold in July.

By Authority: Marcus F. Marks, Government Printer, Wellington.—1916.


NEW ZEALAND GOVERNMENT RAILWAYS
WORKING EXPENSES PER TRAIN MILE
SCALE OF WORKING EXPENSES
TOTAL WORKING EXPENSES
LOCO
MAINTENANCE
TRAFFIC
CAR & WAGON
GENERAL CHARGES
TONNAGE OF GOODS
CHAFF
WOOL
TIMBER
FIREWOOD
GRAIN
MERCHANDISE
07 08 09 10 11 12 13 14 15 16


NEW ZEALAND GOVERNMENT RAILWAYS
TRAIN MILEAGE
REVENUE & EXPENDITURE
REVENUE
EXPENDITURE
MILES OPEN
07 08 09 10 11 12 13 14 15 16


NEW ZEALAND GOVERNMENT RAILWAYS
MINERALS
NUMBER OF PASSENGERS
TOTAL TONS
07 08 09 10 11 12 13 14 15 16